

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXIV. No. 4.

CHICAGO, ILL., FEBRUARY 25, 1910.

PRICE \$1.50 PER YEAR.
TEN CENTS PER COPY.

McKENNA & RODGERS COMMISSION MERCHANTS

61 Board of Trade CHICAGO
Correspondence Solicited.

BABCOCK & HOPKINS

Shippers of
CORN, kiln dried and natural
OATS, clipped and natural
RENSSELAER, INDIANA

IF BUYERS OF ALSIKE CLOVER

Please write us for samples and prices.
STEELE, BRIGGS SEED CO., Ltd.
Toronto, Canada

Established 1875 P. B. & C. C. MILES

Grain Commission Merchants
Rooms 36 and 37 Chamber of Commerce
PEORIA, ILL
Consignments Have Personal Attention

James E. Bennett & Co.

Formerly Thomas Bennett & Co. Est. 1880.
Grain Consignments and Future
Orders Solicited.
Private Wires. Branch Offices
309-10 Postal Building, Chicago

Tyng, Hall & Co. GRAIN COMMISSION

Correspondence Solicited Peoria, Ill.

FAGG & TAYLOR

GRAIN MERCHANTS

34 Chamber of Commerce
MILWAUKEE, WIS

SPECIALTIES:

Wisconsin Grown
BARLEY OATS RYE

*The Best Services
of*

PITT BROS & CO. GRAIN

BALTIMORE, MD.

At Your Command

OATS WHEAT CORN RYE

J. A. MANGER & CO.
215-218 Chamber of Commerce
Baltimore, Maryland

CLOVERS SEEDS

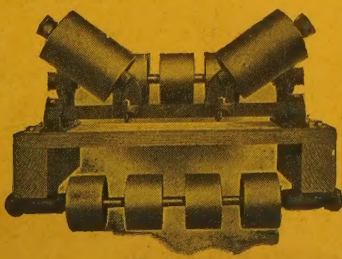
TIMOTHY
MILLETS
KAFFIR CORN
DRIED PEAS
S. G. Courteen, Milwaukee, Wis.

THE GALE BROS. CO.

Cincinnati, Ohio
Want Your Business
GRAIN—HAY—FEED
TRY US.

DUDLEY M. IRWIN BARLEY

1117 Chamber of Commerce Building,
BUFFALO, N. Y.



Improved Belt Conveyor

for carrying all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory; nothing to get out of order. We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. We are headquarters for supplies.

H. W. Caldwell & Son Co. Western Ave. Chicago
17th-18th St.

New York City, Fulton Bldg., Hudson Terminal, 50 Church St.

Directory of the Grain Trade

*Member Grain Dealers National Association.

AMARILLO, TEX.

Early Grain & Elev. Co., whol. grain, hay, seed.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Baltimore Commission Co., grain, commission.
Blackburn & Co., C. P., gr'n recvrs., exporters.*
Clark & Sons, Thos. S., grain receivers.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers and expts.*
Frisch & Co., J. M., grain and hay receivers.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Herzer & Son, Gustav, grain, seeds, hay.
Huyett, D. Yulee, strictly commission.
Johnston Co., Thos., grain receivers.*
Jones & Co., H. C., grain and hay.*
Kilwan Bros. Grain Co., grain and hay.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Muller Co., Louis, receivers and exporters.*
Pitt Bros. & Co., receivers and exporters.*
Robinson & Jackson, grain receivers.*

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.*

BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain, feed shippers.

BOSTON, MASS.

Alpine McLean Co., The, hay and grain.
Cressey, Fred L., hay, grain, millfeed, commissn.
Faithfull, S. E., grain and millfeed.
Ranlet Co., The D. W., grain and millfeed.
White & Co., W. A., grain receivers.

BOURBON, IND.

Dolp Grain Co., E. E., grain and mill feeds.

BOZEMAN, MONT.

Benepe-Berglund Grain Co., Mont., oats & barley.

BUFFALO, N. Y.

Alder Grain Co., grain commission.*
Buffalo Cereal Co., grain.*
Burns-Yantis Grain Co., grain commission.*
Burns, Co., B. J., grain commission.
Churchill Grain & Seed Co., buyers, shippers.*
Electric Grain Elevator Co., grain buyers.*
Gallagher, Wm. B., salvage grain.
Heathfield, W. G., strictly commission.
Irwin, Dudley M., barley.*
Pratt & Co., grain commission.*
Townsend-Ward Co., grain commission.*
Waters, Henry D., grain commission.
Wahlers & Co., H. W., grain, millfeed.

CAIRO, ILL.

Antrim & Co., H. S., grain and hay.*
Cunningham, Chas., grain.
Halliday Elevator Co., corn, oats.*
Redman, Magee & Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

White Cereal Co., T. G., wheat wanted.

CHICAGO, ILL.

Anderson & Co., W. P., grain commission.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commiss'n merchants.*
Barnell & Co., Finley, grain, stocks, provisions.*
Bennett & Co., Jas. E., receivers, shippers.*
Bentley, C. S., grain commission.
Bogart, Maltby & Co., commission merchants.*
Burns-Yantis Grain Co., receivers, shippers.
Crichton & Co., grain commission.*
Dickinson Co., The Albert, seeds.
Dole & Co., J. H., grain and seeds.*
Finney, Sam., commission.*
Fitch & Co., Walter W. K., Mitchell, Mgr.*
Fraser & Co., W. A., grain commission.*
Freeman Bros. & Co., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
Hately Bros., grain and provisions.*
Hooper Grain Co., receivers, shippers.*
Lamson Bros. & Co., consignments solicited.*
Lynch & McCo., grain commission.

CHICAGO—Continued.

Merchants Grain Co., commission merchants.*
Merrill & Lyon, commission merchants.*
Merritt & Co., W. H., grain, seeds.*
Mumford & Co., W. R., hay & grain commission.
Paynter, H. M., grain commission.*
Peavey Grain Co., receivers, shippers.*
Perrine & Co., W. H., grain and commission.
Pfeiffer, Carl, F. W., grain commission.
Pope & Eckhardt Co., grain and seeds.*
Press & Co., W. G., grain, provisions, stocks, etc.
Pringle & Wing, grain and provisions.
Rang & Co., Henry, grain commission.
Requa Brothers, grain commission.*
Rogers & Bro., H. W., grain and seeds.*
Rogers Grain Co., buyers and shippers.
Rosenbaum Bros., receivers, shippers.*
Rumsey & Company, grain commission.*
Sawyers, A. R., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., buyers and shippers.*
Somers, Jones & Co., grain and field seeds.*
Sincere & Co., Chas., N. Y. stocks, Chicago grain.
Thayer & Co., Clarence H., commission.
Van Ness, Gardner B., grain commission.*
Wagner, E. W., receiver and shipper.*
Ware & Leland, grain, seeds.*
Wells & Co., T. E., grain commission.*
Winans & Co., F. E., grain and seeds.*

CINCINNATI, O.

Allen & Munson, grain, hay, flour.*
Brown & Co., W. L., receivers and shippers.
Early & Daniel Co., grain and hay.*
Ellis & Fleming, grain and hay.*
Ferber & Co., August, grain, hay, millfeed.*
Gale Bros. Co., grain, hay, feed.*
Interstate Grain Co., receivers and shippers.*
London & Co., grain commission.
Perin Bros., wheat and corn millers.
Union Grain & Hay Co., grain and hay.

CLEVELAND, O.

Abel Bros., hay, grain, feed.
Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Schmitt, H., grain, hay, straw.*
Sheets Bros. Eltr. Co., the, grain, hay, straw.
Star Eltr. Co., receivers, grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay.*
Union Elevator Co., grain, hay, straw.*

COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

COLUMBUS, O.

Seeds, Grain & Hay Co., grain and hay.*

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*

CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DANVILLE, ILL.

McConnell, R. B., grain dealer.

DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.*
Bes & Co., J. D., grain and hay.
Cash Commission Co., grain and hay.
Crescent Mill & Eltr. Co., flour and grain.
Longmont Farmers Mill & Eltr. Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.
Thompson Merc. Co., W. F., hay and grain.

DETROIT, MICH.

Botsford & Barrett, grain receivers and shippers.
Carson, Craig & Co., receivers, shippers.
Caughey & Carran, grain and field seeds.
Dumont, Roberts & Co., receivers, shippers.*
Ellair, Wellington & Co., stocks and grain commission.
Lapham & Co., J. S., recvrs. & shippers of grain.*

DULUTH, MINN.

Turle & Co., grain commission.

FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

FORT WORTH, TEX.

Ft. Worth Grain & Ele. Co., receivers, shippers.
Kolp, E. R. & D. O., grain and seed dealers.
Smith Bros. Grain Co., buyers, shippers.
Terminal Grain Co., receivers, shippers.

GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.
Jockusch, Davidson & Co., grain, hay exporters.
Wisrodt Grain Co., wholesale grain eltr. facilities.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HARRISBURG, PA.

Harrisburg Feed & Grain Co., grain, feed, hay.*

INDIANAPOLIS, IND.

Cooper & Oddy, grain and hay commission.
Files-Greathouse Grain Co., grain com's'n merchts.
Finch & McComb, grain commission.
Kinney, H. E., receiver and shipper.*
Probst & Kassebaum, comm. & whol. grain & hay.
Purteile & Co., Eugene, grain commission.
Shotwell, C. A., grain, flour, commission.
Star Elevator Co., grain and hay commission.
Stebbins-Witt Grain Co., commission & brokerage.

JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.*

JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.

KANSAS CITY, MO.

Benton Grain Co., screenings and chickenfeed.
Davis & Co., A. C., grain commission.*
Ernst-Davis Grain Co., commission.*
Fowler Commission Co., receivers and shippers.
Goffe & Carkner, recvrs. and shippers of grain.*
Hinds & Lint Grain Co., receivers, shippers.*
Komper Mill & Eltr. Co., grain and grain products.
Lichtig Grain Co., Henry, receivers and shippers.
Lonsdale Grain Co., grain receivers.
Moore Grain Co., receivers and shippers.*
Moore-Lawless Grain Co., grain receivers.
Moss Grain Co., barley a specialty.
Peirson-Lathrop Grain Co., commission merchts.*
Roehen-Carey Grain Co., grain, flour, millfeed.
Smith & Son, J. Sidney, receivers, shippers.*
Steele & Co., H. H., grain and seeds.
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.*

LA FAYETTE, IND.

Alder Grain Co., grain commission.*

LEXINGTON, KY.

Frost, David C., grain, seeds and hay.

LINCOLN, NEB.

Central Granaries Co., milling wheat.*
Lincoln Grain Co., receivers, shippers.
Seldomridge, C. B., grain.
Wright-Leet Grain Co., buyers and shippers.

LITTLE ROCK, ARK.

Brook-Rauch Mill & Eltr. Co., corn and millfeed.
Gossell, Fred L., recvrs., shippers, grain, hay.

LOUISVILLE, KY.

Bingham-Hewett Grain Co., recrs. & shprs. grain.*
Brandels & Son, A., receivers and shippers.*
Callahan & Sons, grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay and grain.
Schuff & Co., A. C., receivers grain and hay.*
Thomson & Co., W. A., grain receiver.
Verhoeff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.

Directory of the Grain Trade

*Member Grain Dealers National Association.

MEMPHIS, TENN.

Booker, W. J., grain broker.
Clarke, Burke & Co., grain and hay commission.
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., grain and hay.*
Jones & Rogers, grain dealers.*
McLaughlin Coal & Grain Co., grain and hay.*
Patterson & Co., G. E., receivers and shippers.*
Pease & Dwyer Co., receivers and shippers.*
Wade & Sons, John, grain and hay commission.*
Webb & Maury, grain and hay.*
Wyatt, E. W., broker, grain and millfeeds.

METAMORA, O.

Metamora Eltr. Co., Corn, Oats, Wheat, Hay*

MIDDLEPOINT, O.

Pollock Grain Co., grain, hay and straw.

MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.*
Bartlett & Son Co., L., grain commission.*
Courteen, S. G., field seeds.
Donahue, P. P., grain, feed, mlg. wheat a sply.
Fagg & Taylor, grain merchants.*
Franke Grain Co., grain and feed.*
Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Lowry & Co., I. H., grain commission.
Lyman Smith Gr. Co., shippers of choice grain.*
Mereness & Gifford, grain commission.
Stacks & Kellogg, Grain Merchants.

MINNEAPOLIS, MINN.

Atwood-Stone Co., grain commission.
Brown & Co., E. A., commission.
Cargill Commission Co., grain commission.
Cargill Elevator Co., field seeds.*
Cooper Commission Co., receivers, shippers.
Dakota Cereal Co., grain, barley & oat specialists.
Daves & Co., F. M., grain commission.
Gatchell-Tanton Co., grain commission.
Hankinson & Co., H. L., grain commission.
Marfield-Tearse Co., grain commission.*
McIntyre-Frelich Co., grain commission.
McLaughlin & Co., W. S., grain shippers.
Minnesota Grain Co., grain commission.*
Minneapolis Seed Co., field seeds.
Nye, Jenks & Co., grain commission.
Randall, Gee & Mitchell Co., grain and seeds
Smith, M. W., grain commission.
Stair, Christensen & Timmerman, com's'n merchts.*
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., grain commission.

MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

NASHVILLE, TENN.

Hughes Warehouse & Eltr. Co., grain.
Miller & Co., grain commission.*
Wilkes & Co., J. H., recvrs. & shprs. grain, hay.*

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Leonhardt & Co., A. F., grain and hay.*

NEW YORK CITY.

Bradshaw Co., popcorn and cereals.
Clearman & Stenson, buyers of cash grain.*
Cushing & Brandt, grain and cottonseed oil.*
Forbell & Klipp, grain commission.
Keusch, Otto, off grade grain, grain broker.*
Morey Co., L. A., grain brokers.*
Reinhardt & Co., Geo. N., grain and hay.

OGDEN, UTAH.

Western Grain & Brokerage Co., grain, seeds.

OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds.
Kolp, E. R. & D. C., grain and seed dealers.
Pruitt Grain Co., T. J., receivers and shippers.

OMAHA, NEB.

Alfalfa Feed & Grain Co., mill feeds.
Beal-Vincent Grain Co., receivers, shippers.
Cavers Elevator Co., receivers and shippers.*
Chambers, W. H., grain broker.*
Crowell Lumber & Grn. Co., recvrs., shippers.
Empire Grain Co., receivers, shippers.
Huntley, E. E., grain commission.
Lincoln Grain Co., receivers, shippers.
Merriam & Holmquist Co., grain recvrs, shippers.
Middle-West Elevator Co., receivers and shippers.*
Nebraska-Iowa Grain Co., receivers & shippers.*
Nordstrom Gr. Co., E. A., consignments.
Nye-Schneider-Fowler Co., grain recvrs., shippers.
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., grain commission.
Stidham Grain Co., receivers, shippers.
Thompson Grain Co., grain dealers.
Trans Mississippi Grain Co., recvrs. & shprs.*
Union Grain & Elevator Co., receivers, shippers.
Uplake Grain Co., grain dealers.*
Weekes Grain Co., commission merchants.

OWENSBORO, KY.

Owensboro Grain Co., receivers and shippers.

PENSACOLA, FLA.

Bonacker Bros., brokers, grain, hay and millfeed.

PEORIA, ILL.

Buckley, Pursley & Co., grain and seeds.*
Dewey & Sons, W. W., grain commission.
Feltman, C. H., grain commission.
Miles, F. E. & C. O., grain commission.*
Ramsey, Moore & Co., grain recvrs.*
Tyng, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Baringer, M. F., grain and millfeed.*
Clevenger, S. J., buyer and commission.*
Delp Grain Co., E. B., grain and millfeeds.*
Dunwoody Co., Ezz., flour, grain, feed.*
Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. B., grain and feed.*
Rosenkrans-Snyder Co., grain and millfeeds.*
Richardson Bros., grain, flour, millfeeds.*
Rogers & Co., E. L., grain, hay.*
Stites, A. Judson, grain and millfeed.
Walton Bros., grain and feed.*

PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay, straw.*

PITTSBURG, PA.

Clark Grain & Hay Co., grain and hay.
Elwood & Co., R. D., hay and grain.
Foster, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.
Gordon & Co., W. N., grain, hay, mill feed.
Herb Bros. & Martin, grain, hay, feed.
McCaffreys' Sons Co., Daniel, grain, hay.*
McCague, R. S., grain, hay.*
Morton Grain & Hay Co., grain, hay, feed.
Smith & Co., J. W., grain, hay, feed.
Walton, Sam'l, grain and hay.

PORTLAND, ME.

Merrill, Edward P., grain broker.

RALEIGH, N. C.

Lumsden, C. H., grain broker.

RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.*
Fairbank & Co., S. G., grain, hay, seeds.

SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

SAN ANTONIO, TEXAS.

Lupton, R., Whol. Grain, Mlg. Wheat and Seeds.

SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

SIOUX CITY, IOWA.

Central Grain Co., grain merchants.
Fahlenkamp Grain Co., A., grain commission.
Fields & Slaughter Co., grain, hay, feed.
Interstate Grain Co., buyers and shippers.
Shepherdson Co., M. T., grain dealers.*

ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.
Gordon Comm., T. P., grain dealer and broker.*
Shannon Grain Co., grain merchants.

ST. LOUIS, MO.

Ballard-Messmore Grain Co., receivers.*
Botto Gr. Co., Jno. V., receivers, shippers.
Byrne & Co., Daniel P., grain, hay, seeds.*
Carlisle Comm. Co., S. S., receivers and shippers.
Cochrane Grain Co., receivers, shippers.*
Connor Bros. Co., grain.*
Fresch Grain Co., Chas. M., com's'n. futures,
Gill & Co., F. D., receivers and shippers.
Goffe & Carkener Co., grain commission.*
Green Commission Co., W. L., grain.*
Kolp, E. R. & D. C., grain and seed dealers.
Kennedy Grain Co., receivers, shippers.
Langenberg Bros. & Co., hay and grain comm.*
Mullally Com. Co., John, grain, hay, seeds.*
Nelson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Powell & O'Rourke, receivers, shippers.
Slack-Fuller Grain Co., grain commission.*
Webster Grain Co., grain commission.

ST. PAUL, MINN.

Rank & Co., C. R., hay, grain and screenings.

SHERMAN, TEXAS.

Pittman & Harrison Co., whol. grn. and seeds.

SPRINGFIELD, ILL.

Brainerd, James L., grain buyer and shipper.

TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.*

TOLEDO, O.

Coon Grain Co., The J. J., grain and seeds.*
DeVore & Co., H. W., grain and seeds.
Goemann Grain Co., grain buyers.*
King & Co., C. A., grain, clover seed.*
National Milling Co., cash buyers wheat.*
Rundell & Co., W. A., grain, seeds.*
Southworth & Co., grain commission.*
The Toledo Field Seed Co., clover, timothy.
The Toledo Salvage Co., salvage grain.
Wickenhiser & Co., John, grain, millfeed.*
Zahn & Co., J. F., grain, seeds.*

TOPEKA, KANS.

Gall, J. E., strictly commission business.
Jolley & Blanchard, grain merchants.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

WICHITA, KANS.

Empire Grain Co., wholesale grain.
Heenan & Co., David, grain commission.
Kolp, E. R. & D. C., grain and seed dealers.
Norris Grain Company, commission, recvrs., shprs.
Probst Grain Commission Co., H. F., receivers.
Thompson Grain Co., H. C., grain and millfeeds.
Tri-State Grain Co., country run mlg. wheat.*
Western Grain Co., The, wholesale grain, seeds.
Williamson Grain Co., J. R., O. D. Hollis, mgr.

INDIANAPOLIS BOARD OF TRADE MEMBERS

"A young, progressive house giving superb service"

EUGENE PURTELLE & Co.

Odd Fellow Bldg., INDIANAPOLIS

222 La Salle Street

CHICAGO.

FILES-GREATHOUSE
GRAIN CO.

ALWAYS-A-SQUARE-DEAL

Indianapolis, - Ind.

"We personally look after your interests."

Stebbins-Witt Grain Co.

COMMISSION and BROKERAGE

715 Board of Trade Bldg., Indianapolis, Ind.

KANSAS CITY BOARD OF TRADE MEMBERS

Vanderslice-Lynds Company
GRAIN
COMMISSION MERCHANTS
 KANSAS CITY, MO.

H. H. STEELE & CO.
 ESTABLISHED 1881
 COMMISSION MERCHANTS
 Receivers—Shippers—Futures
 WE WANT YOUR BUSINESS

Our "Futures" Department
 is well organized.
 SATISFACTION GUARANTEED
Peirson-Lathrop Grain Co.

A. C. DAVIS & CO.
 Grain Commission
 Mill orders a specialty
 Consignments and Future Orders Solicited
 KANSAS CITY, U. S. A.

R. J. THRESHER, Pres. L. A. FULLER, Secy.
Thresher Fuller Grain Co.
 Grain Commission Merchants
 Consignments Solicited
 Grain Bought and Sold for Future Delivery
 310-311 Board of Trade, KANSAS CITY, MO.

If you are not shipping us,
 Send us a car when shipping others.

By comparison you will find
 the service we render!

ERNST-DAVIS
GRAIN COMPANY
 KANSAS CITY, MO.

Special Attention Given to Futures

Members:
 KANSAS CITY BOARD OF TRADE.
 CHICAGO BOARD OF TRADE.
 ST. LOUIS MERCHANTS' EXCHANGE.

J. SIDNEY SMITH

PERRY C. SMITH

J. SIDNEY SMITH & SON
 KANSAS CITY, MISSOURI

**Grain Shippers
 and Exporters**

Branch Offices:
 Wichita, Kans; . . . David Heenan, Mgr.
 Galveston, Tex.

MOORE-LAWLESS GRAIN CO.

Conscientious Service on Consignments

KANSAS CITY, - MISSOURI

HOME GRAIN COMPANY
GRAIN MERCHANTS

Kansas City, Mo.

Fort Worth, Texas

MOSS GRAIN CO.

Consignments and
 Future Orders Solicited

MEMBERS:
 KANSAS CITY AND CHICAGO
 BOARDS OF TRADE

Established in the Kansas City
 Grain Trade for more than
 a Quarter of a Century

Your Opportunity

is here. Now is the time to
 let the elevator man know
 you want his business.
 Advertise in the

Grain Dealers Journal

OMAHA GRAIN EXCHANGE MEMBERS

WEEKES GRAIN CO.
 (Inc.)
 Commission Merchants
 CONSIGNMENTS SOLICITED
 MILLING WHEAT A SPECIALTY
 Track bids made. Correspondence Solicited
 OMAHA, NEB.

E. E. HUNTLEY
 Grain Commission Merchant
 CONSIGNMENTS AND
 CORRESPONDENCE SOLICITED
 Brandeis Building Omaha, Neb

The Updike Grain Company
 OMAHA, NEB.
 All Kinds of Grain for Sale
 Originating all grain at 100
 country elevators in Nebraska
 ASK FOR PRICES

CAVERS ELEVATOR COMPANY
 OMAHA, NEB.
GRAIN BOUGHT and SOLD
CONSIGNMENTS SOLICITED
 Write or phone us for prices on WHEAT, OATS,
 CORN, BARLEY, RYE or MILL-FEED.

SHIPPERS ATTENTION!
 We want your business and we are going to work
 hard to get it. If hard work and first-class service
 count for anything, we know we will get it.
 Give us a trial shipment.
ROBERTS GRAIN CO.
 728-730 Brandeis Bldg., OMAHA, NEBR.

Middle West Elevator Co.
 Receivers and Shippers of Grain
 Consignments Solicited
 OMAHA NEBRASKA

Nye Schneider Fowler Grain Co.
 WHOLESALE
GRAIN MERCHANTS
 Correspondence
 Solicited
 OMAHA, NEBR.

WHEAT TABLES

On Cards

are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents. GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

Clark's Wheat Tables for reducing wagon load weights to bushels, reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage

ST. LOUIS MERCHANTS EXCHANGE MEMBERS

NANSON COMMISSION CO.

GRAIN, HAY and SEEDS

202 Chamber of Commerce, ST. LOUIS, MO.

John Mullally, Pres. Martin J. Mullally, V-Pres.
Vincent M. Jones, Secy. and Treas.

JOHN MULLALLY COMMISSION CO.

GRAIN, HAY and SEEDS

Consignments and Correspondence Solicited.
Your shipments will have our best attention.
Chamber of Commerce, ST. LOUIS, MO.

B. L. SLACK, Pres. J. M. FULLER, Sec'y.

SLACK-FULLER GRAIN COMPANY

Successors in business to
WAGGONER GRAIN COMPANY
Receivers and Shippers. Future Orders Executed.
208 Chamber of Commerce, St. Louis, Mo.

MARSHALL HALL, Pres. J. B. BETHUNE, Sec.-Treas.

W. L. GREEN COMMISSION CO.

GRAIN

Members: Merchants Exchange of St. Louis.
Chicago Board of Trade.
203 Merchants Exchange, ST. LOUIS, MO.

W. C. GOFFE G. S. CARKENER G. C. MARTIN, JR.

Goffe & Carkener Co.

(NOT INCORPORATED)

ST. LOUIS

"The Consignment House
that Gets Results."

Members: Merchants Exchange, St. Louis
Kansas City Board of Trade
Chicago Board of Trade

Picker & Beardsley Com. Co.

Commission Merchants

Grain, Hay & Grass Seed

Correspondence Solicited.

ST. LOUIS, MO.

F. D. GILL & CO.

GRAIN

SCREENINGS a SPECIALTY

Future orders executed in all leading markets
Members: Merchants Exchange, St. Louis.
Chicago Board of Trade.
Chamber of Commerce, St. Louis, Mo.

LANGENBERG

St. Louis BROS. & CO. New Orleans

SEND YOUR
Grain and Hay
To US

OUR SALES ARE BETTER

Established 33 years

Would you like to have us keep you posted?



COCHRANE'S SPECIAL
FACILITIES BRING BEST RETURNS
We'll handle your business promptly
and give big results.

ST. LOUIS - MERCHANTS EXCHANGE

PLEASE SEND US
A FEW
CARS

AND WE WILL

PLEASE YOU WITH
THE
RESULTS

POWELL & O'ROURKE, NEW FIRM
of Old Hands
ST. LOUIS MERCHANTS EXCHANGE

WEBSTER

Options GRAIN CO. Cash
ST. LOUIS

RECEIVERS

who want to reach the regular grain
dealers of the country use space in
the GRAIN DEALERS JOURNAL

CONNOR

ST. LOUIS

BROS. & CO.
IS A GOOD HOUSE

WE WANT

Grain and Hay Consignments

FUTURE ORDERS EXECUTED
ST. LOUIS AND CHICAGO

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS

1876-Thirty-three years young-1909

S. J. CLEVINGER

Grain, Mill Feed, Hay

The Bourse, Philadelphia, Pa.

E. E. DELP GRAIN CO.

ELEVATOR AND MILLS
BOURBON, IND.

Eastern Office. - Philadelphia Pa.

Established 1863

E. L. ROGERS & CO.

COMMISSION MERCHANTS

Grain, Hay, etc. Consignments a Specialty.
358 Bourse Building

PHILADELPHIA, PA.

L. F. MILLER & SONS

Receivers and Shippers of

GRAIN, FEED, SEEDS, HAY, ETC.

CONSIGNMENTS SOLICITED

Office 2931 N. Broad St., PHILADELPHIA, PA.



CORN and oats in split cars find a
ready market here.

M. F. BARINGER THE BOURSE 502-3-4 PHILADELPHIA

If Your Business

isn't worth advertising
advertise it for sale

CHICAGO BOARD OF TRADE MEMBERS

PHILIP H. SCHIFFLIN President
EUGENE SCHIFFLIN Sec'y and Teas.

Philip H. Schiffin & Co.
[INCORPORATED]

Commission Merchants
GRAIN, SEEDS and PROVISIONS

515-518 Postal Telegraph Bldg.
Tel. Harrison 833. CHICAGO, ILL.

T. E. WELLS & CO.

Commission
Grain—Seeds—Barley

Send orders. Ship your grain to strong reliable people—any Chicago Banks for reference. W. M. Timberlake with twenty years' experience in the sample markets will see that you get good service.

1011-1017 Royal Insurance Bldg., Chicago

Geo. S. Dole, Pres. H. N. Sager, Sec.

J. H. DOLE & CO.

(ESTABLISHED 1852)

COMMISSION MERCHANTS
GRAIN AND SEEDS

We solicit your
CONSIGNMENTS
and orders in futures.

226 La Salle St., CHICAGO

C. H. THAYER & CO.

Your Consignments and
Future Orders Solicited.

2 and 4 Sherman Street, - CHICAGO

FREEMAN BROS. & CO.

COMMISSION MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

Orders for the purchase and sale of grain
for future delivery executed

LAVERNE A. LEWELLYN PRESIDENT
TELEPHONE HARRISON 6074

MERCHANTS GRAIN CO.
COMMISSION MERCHANTS
74 BOARD OF TRADE
CHICAGO

W. H. MERRITT & CO.
Grain Buyers and Shippers

CORRESPONDENCE SOLICITED
87 Board of Trade, Chicago, Ill.

Lamson Bros. & Co.

ESTABLISHED 1874

Commission Merchants
Grain Consignments
Solicited

Also future delivery orders on all ex-
changes.

Grain—Provisions—Stocks—Cotton

6 Board of Trade CHICAGO

FINLEY BARRELL F. R. BABCOCK P. J. MALONEY

Finley Barrell & Co.

GRAIN
PROVISIONS
STOCKS

Monadnock Block CHICAGO

It's as much our business to
GIVE SATISFACTION

as secure grain shipments. Try us.

CRIGHTON & CO.
Royal Insurance Bldg., Chicago

Counsel

When you contemplate making important investments it is wise to get the best Counsel.

Our 30 years experience as active members of Chicago Board of Trade has brought us vast experience.

Write to-day for Our Daily Market Report which contains valuable information. It's Free.

W. G. Press & Co.

Grain, Provisions, Stocks
2 & 4 Sherman St., Chicago, Ill.

Always at Your Service

J. C. SHAFFER & CO.

Grain Commission Merchants

240 LA SALLE STREET,

CHICAGO, ILL.

ESTABLISHED 1870

W. R. MUMFORD & CO.
HAY GRAIN
AND MILL STUFFS
COMMISSION MERCHANTS
437 POSTAL TEL. BLDG., CHICAGO



Hooper Grain Co.

OAT
SHIPPERS

Operate Atlantic and Grand
Trunk Western Elevators
Chicago

HENRY RANG & CO.

GRAIN and SEEDS
Barley a Specialty

CONSIGNMENTS SOLICITED

234 La Salle Street

WALTER FITCH & CO.

Solicit your cash consignments
and future orders.

ROOM 1, BOARD OF TRADE
W. K. MITCHELL, Manager Cash Grain Dept.

REQUA BROTHERS
CHICAGO

Stands for Prompt Returns, undivided attention to selling Consignments. Give us a Trial.

FRANK E. GULICK,
Manager Rec. Dept.

CHICAGO BOARD OF TRADE MEMBERS

A. L. SOMERS
President

SOMERS, JONES & Co.

(Incorporated)

**COMMISSION MERCHANTS
GRAIN AND FIELD SEEDS**

Consign your grain and seeds to us for close personal attention and best possible results. Orders for future delivery :: :: receive careful attention. :: ::

CHICAGO MILWAUKEE MINNEAPOLIS } Draw on and address all correspondence to us.

82 BOARD OF TRADE, CHICAGO
Long Distance Telephone Harrison 3564.

C. W. BUCKLEY
Sec'y and Treas.

ROSENBAUM BROTHERS

COMMISSION MERCHANTS

77 Board of Trade
CHICAGO

Consignments our Specialty
Orders for Future Delivery Carefully Executed
We Solicit Your Correspondence

Bogert, Maltby & Co.
COMMISSION MERCHANTS

Correspondence and Consignments Solicited.

Orders for future delivery carefully executed.

SCREENINGS AND MILL STUFF

**306-308 Postal Telegraph Bldg.
CHICAGO**

RUMSEY & COMPANY
RECEIVERS OF
RESPONSIBILITY & CONSIGNMENTS
CHICAGO CONSERVATISM



The Regular Commission—a Fair one
We Get That
F. E. WINANS & CO.
Grain Commission CHICAGO
Earnest experienced effort, painstaking attention to detail, courteous personal service
You Get That

BURNS-YANTIS
GRAIN CO.
CHICAGO, ILL. BUFFALO, N.Y.

MINNEAPOLIS MILWAUKEE
W.A. FRASER Co.
Consignments and Future Delivery Orders Solicited
714-715 Royal Ins. Bldg. CHICAGO

POPE & ECKHARDT CO.
Commission Merchants—Grain and Seeds
317-321 Western Union Building, CHICAGO

W. P. ANDERSON, Pres. W. L. GREGSON, Secy.
W. P. ANDERSON & COMPANY
GRAIN and PROVISIONS
Consignments Solicited
12 Sherman Street CHICAGO, ILL.

ARMOUR GRAIN COMPANY
CONSIGNMENTS SOLICITED
We are Fully Equipped in Every Way to Give Best Service in Chicago
205 LA SALLE ST. CHICAGO



Receivers and Shippers
OF
**Grain
Seeds
Provisions**
E. W. BAILEY & CO.
Commission Merchants
72 Board of Trade Chicago, Ill.



CHICAGO BOARD OF TRADE MEMBERS

C. W. Rogers, Pres. J. C. Rogers, Vice-Pres.
H. J. Hurlburt, Treas. S. B. Cochran, Secy.
ROGERS GRAIN COMPANY
Buyers and Shippers of Grain
References: Corn Exchange Natl. Bank
First National Bank
Main office: 700, 701 & 718 Royal Insurance
Building CHICAGO

H. W. Rogers J. C. Rogers
H. W. ROGERS & BRO.
GRAIN, SEED AND PROVISIONS
COMMISSION MERCHANTS
700-701 Royal Insurance Bldg., CHICAGO

Orders Executed
FOR
GRAIN and PROVISIONS
ON THE
Chicago Board of Trade
BY
HATELY BROS.
70 BOARD OF TRADE
156 EXCHANGE BLDG.
U. S. YARDS
Established 1872

H. M. PAYNTER
GRAIN and FIELD SEEDS
700-701 ROYAL INSURANCE BLDG., CHICAGO
All business transacted through H. W. Rogers
& Bro. Correspondence solicited.

W. H. PERRINE & CO.
COMMISSION
MERCHANTS
Consignments a Specialty
338 Postal Telegraph Bldg., Chicago, Ill.

I AM impressed with the fact that comparatively few of the members of commercial organizations make themselves known to the public thru the medium of advertisements, and that this field is almost exclusively occupied by others, which accounts in my opinion very largely for the volume of business sent to those who are not responsible to any established and recognized commercial body, and who are not, therefore, accountable under the restrictions and safeguards embodied in the rules of prominent commercial bodies."

GEO. F. STONE,
Secy. of the Chicago Board of Trade,
September 1895.

HISTORY OF MAY CORN

My "History of May Corn" Circular B gives exhaustive data, covering the fall marketing season and the question of the ultimate value level.

E. W. WAGNER
98-99-100 Board of Trade CHICAGO

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal
255 LaSalle Street, Chicago, Ill.



The
National City Bank
of Chicago

The Temple, S. W. Cor. La Salle and Monroe Sts.
CHICAGO

Capital \$1,500,000; Surplus and
Undivided Profits \$500,000.

Approved by Chicago Board of Trade
as a Margin Depository

**We allow 2% interest on
all margin deposits.**

DIRECTORS: ALFRED L. BAKER, of Alfred Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD G. CARRY, Vice Pres. American Car & Foundry Co.; E. G. EBERHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mfg. Co., Mishawaka, Ind.; A. B. DICK, Pres. A. B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres.; F. F. PEABODY, of Cluett, Peabody & Co.; JOHN E. WILDER, of Wilder & Co.; H. E. OTTE, Vice Pres.

OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTTE, Vice President; F. A. CRANDALL, Vice President; L. H. GRIMME, Cashier; W. D. DICKEY, Assistant Cashier; A. W. MORTON, Assistant Cashier; R. U. LANSING, Manager Bond Department.

PEORIA BOARD OF TRADE MEMBERS

We want your business
W. W. DEWEY & SONS
COMMISSION MERCHANTS
28 Chamber of Commerce, Peoria, Ill.

BUCKLEY, PURSLEY & CO.
Commission Merchants
GRAIN AND SEEDS
PEORIA, ILLS.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

GRAIN DEALERS JOURNAL
255 La Salle Street
CHICAGO - ILLINOIS

MILWAUKEE BAGS

New and second hand hurlap and cotton seamless bags—
all sizes—for grain, feed, seed, produce, etc. Milwaukee bags are good
quality and made right. All second-hand bags are assorted in uniform
sizes and compressed in bales.

MILWAUKEE BAG CO., Milwaukee, W i s



DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

BUFFALO CORN EXCHANGE MEMBERS

W. W. Alder T. J. Stofer F. G. Heinmiller
Pres. Treas. Sec'y

ALDER GRAIN CO.

Consignments
a Specialty

833 Chamber of Commerce, Buffalo, N. Y.
504 Board of Trade, Indianapolis, Ind.
Lahr Block, La Fayette, Ind.

Henry D. Waters

GRAIN COMMISSION MERCHANT
CONSIGNMENTS SOLICITED

635 Chamber of Commerce, BUFFALO, N. Y.

BUFFALO CEREAL CO.

Buyers of

White Corn, Yellow Corn
and White Oats.

BUFFALO, N. Y.

CONSIGN

YOUR GRAIN TO
The Churchill Grain & Seed Company
BUFFALO, N. Y.

REMEMBER

When making consignments
to Buffalo, that I do a
STRICTLY COMMISSION BUSINESS
W. G. HEATHFIELD
Member of Corn Exchange BUFFALO, N. Y.

THE TOWNSEND-WARD CO. GRAIN COMMISSION

633 Chamber of Commerce, BUFFALO, N. Y.
Consignments Solicited.
Personal Attention Given All Shipments.

BURNS-YANTIS GRAIN CO.

CHICAGO, ILL. BUFFALO, N. Y.

H. W. Wohlers & Co. GRAIN and MILLFEED

CONSIGNMENTS SOLICITED
BUFFALO :: NEW YORK

PRATT & CO.

Grain Commission Merchants
Correspondence Solicited
817-829 Chamber of Commerce
BUFFALO, N. Y.

The Electric Grain Elevator Co.

Receivers and Shippers of
GRAIN, MILL FEEDS AND HAY
Correspondence and Consignments Solicited
321 Chamber of Commerce, BUFFALO, N. Y.

B. J. BURNS CO.

Grain Commission
Chamber of Commerce Building
Consignments Solicited BUFFALO, N. Y.

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

MILWAUKEE CHICAGO E. A. BROWN & CO. GRAIN COMMISSION

MINNEAPOLIS, MINN.
Consignments Solicited. Prompt Returns
Guaranteed.

NYE, JENKS & CO.

Grain Receivers
and Shippers

WHEAT BARLEY RYE

Careful Attention given all orders from
Millers and Maltsters
MINNEAPOLIS, MINN.

E. L. WELCH COMPANY GRAIN COMMISSION

MINNEAPOLIS AND DULUTH
Consignments Solicited

M. W. SMITH

GRAIN COMMISSION
302 Corn Exchange MINNEAPOLIS, MINN.
Eight years experience in handling Barley and
Oats. Results count. All I ask is a trial.

WHEAT, BARLEY, FLAX, OATS

For prices and samples, write
The Van Dusen-Harrington Co.
Minneapolis Duluth Kansas City

Drive

Your business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profit-
able ride.

FIELD SEEDS

Cargill Elevator Co.

Minneapolis, Minn.

MEMPHIS MERCHANTS EXCHANGE MEMBERS

Write Us

H. J. Hasenwinkle Co., want
your consignments for the
Memphis market.

Want a Job? — Advertise in the Situations Wanted
columns of the Grain Dealers Journal.

ACCOUNT BOOKS FOR SALE
BY
GRAIN DEALERS JOURNAL, CHICAGO

NEW YORK PRODUCE EXCHANGE MEMBERS

FORBELL & KIPP
COMMISSION MERCHANTS
GRAIN AND MILL FEED
OATS A SPECIALTY
Consignments Solicited
342 Produce Exchange, NEW YORK CITY

CUSHING & BRANDT

424 Produce Exchange, New York
Commission Merchants, Cif Grain
Brokers and Buyers of Cash Grain
LIBERAL ADVANCES ON CONSIGNMENTS
WHICH WE SOLICIT

Make us Offers of Low Grades of Wheat
and Hot Corn
WILL ALWAYS RESPOND

Members:—N. Y. Produce Exchange, Chicago
Board of Trade, Buffalo Corn Ex-
change, National Grain Dealers
Association.

L. A. Morey Co.

Broker and Buyer of
Cash Grain

Consignments Solicited; Liberal Advances.

Members

New York and Chicago Exchan

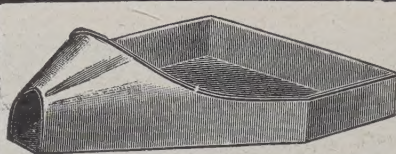
Produce Exchange. New York, N. Y.

Buyers of Cash Grain

Also Solicit Consignments

CLEARMAN & STENSON

226 Produce Exchange
NEW YORK



GRAIN SAMPLE PAN For Examining Samples of
Grain and Seeds
Made of Aluminum, strong, light and well made
Will not Rust or Tarnish
Grain Size, 2½x12x16½" \$1.50 Seed Size, 1½x9x11" \$1.25
GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO

CAIRO BOARD OF TRADE MEMBERS

Halliday Elevator Co.
WHEAT, CORN and OATS
CAIRO, ILL.
Elevator Capacity 500,000 Bushels

REDMAN, MAGEE & CO.
GRAIN

Delta Elevator CAIRO, ILL.

CHAS. CUNNINGHAM
GRAIN

17th and M. O. R. R. CAIRO, ILL.

TOLEDO PRODUCE EXCHANGE MEMBERS

Established 1877
W. A. RUNDELL & CO.
GRAIN AND SEED MERCHANTS
We buy delivered Toledo or f. o. b. your
station. Personal attention to consign-
ments and trades in "futures."
TOLEDO, OHIO

National Milling Co.
TOLEDO, OHIO

DAILY FLOUR CAPACITY 4,000 BBLS.
ELEVATOR CAPACITY 1,500,000 BU.

Always in the market for milling wheat;
ask for our daily bids.

C. A. KING & CO.

Going some 1910. Started 1846
Smile on us with your Chicago and Toledo
orders. Read our specials' Be friendly.
Write occasionally.

GRAIN & SEED
IS OUR BUSINESS

And we make a specialty of every-
thing we handle. You will find it
so by sending your business to
SOUTHWORTH & CO.
36 & 37 Produce Exchange, TOLEDO

The Toledo Salvage Co.

Buyers of
OFF GRADES and
SALVAGE GRAIN
Toledo, - - Ohio

JOHN WICKENHISER & CO.

Buyers and Shippers of GRAIN
We buy F. O. B. your station for direct
shipment to interior points.
Personal attention to consignments.
Toledo, Ohio

CONSIGNMENTS

of wheat, corn, oats and seeds
will receive personal attention
We gladly wire what we can
get, before selling. Good quick
service assured on orders for
futures—any market.

J. F. Zahm & Co.
Fred Mayer Fred Jaeger
Toledo, Ohio

Clark's Car Load Grain Tables

SEVENTH EDITION.

REVISED AND ENLARGED

With these tables you can quickly check up all reductions and detect and prevent errors,
which in the car lot business are liable to run into the hundreds of bushels.

Largest and most complete car load reduction table ever published. Five new tables have
been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton
Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables, from 20,000 to 75,000 lbs.
Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn,
Rye and Flax Seed (56 lbs.), 9 tables from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes
(60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within
the numbers specified above are given in bold face type, the remaining pounds in light face type.
Pounds are printed in red and bushels in black.

PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather
covers with marginal index.

Price, delivered, \$2.50

GRAIN DEALERS JOURNAL

255 La Salle Street,

Chicago, Illinois

BALTIMORE CHAMBER OF COMMERCE MEMBERS

CHAS. ENGLAND & CO.

Commission Merchants
GRAIN :: HAY :: SEEDS
308-310 Chamber of Commerce, BALTIMORE

G. A. HAX & CO.

Established 1882
COMMISSION
Grain, Hay and Seeds
445 North Street, BALTIMORE, MD.

HAMMOND, SNYDER & CO., Inc.

GRAIN
Receivers and Exporters, Consignments Solicited
312-314 Chamber of Commerce
BALTIMORE, MD

Thos. Johnston Co.

GRAIN
Receivers and Shippers. Consignments Solicited.
204 Marine Bank Bldg., BALTIMORE, MD.

Louis Muller, Pres., John M. Dennis, Vice-Pres.
Ferdinand A. Meyer, Treas.
Thos. C. Craft, Jr., Asst. Treas.

LOUIS MÜLLER CO.

Grain Receivers and Exporters
BALTIMORE, MD.

GOLD MARKS

Among publishers the "gold marks" is the sign and guarantee of quality. The Grain Dealers Journal is given these marks by the American Newspaper Directory.

Only 120 out of 22,898 publications listed in this directory in 1907 were thus distinguished.

Moral: To reach the live progressive grain dealers of the land use space in the Grain Dealers Journal.

D. YULEE HUYETT

GRAIN AND HAY
COMMISSION
508 Chamber of Commerce
BALTIMORE - - MARYLAND
Liberal advancements on all shipments.

JOHN T. FAHEY & CO.

GRAIN RECEIVERS AND EXPORTERS
RYE OUR SPECIALTY
We are in the market every day.
Correspondence Solicited.
BALTIMORE MARYLAND

MILWAUKEE CHAMBER OF COMMERCE MEMBERS

Grain Dealers

It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

L. BARTLETT & SON CO.
Milwaukee Chamber of Commerce

CHICAGO MINNEAPOLIS
J. V. LAUER & CO.
GRAIN COMMISSION
BARLEY A SPECIALTY
Ship us your Grain next car Chamber of Commerce
MILWAUKEE, WIS.

Consign your Grain to
MERENESS & GIFFORD
COMMISSION MERCHANTS
Milwaukee, Wis.
and you will be well pleased with results.

REGISTER OF WAGON LOADS RECEIVED

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/2 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Order Form 12AA. Price \$1.50.

GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO, ILL.

SHIP US YOUR GRAIN
I. H. LOWRY & CO.
Established 1864
Grain Commission Merchants
MILWAUKEE, WIS.

PITTSBURG GRAIN AND FLOUR EXCHANGE MEMBERS

YOUR PROFITS

depend on how well your grain is sold.
You get all there is in it when you ship to
HERD BROS. & MARTIN
Pittsburg, Pa.

ROBINSON'S CIPHER CODE

(REVISED)

Bound in leather, gilt edges, \$2.00
Your name in gilt letters on front cover 25c extra. Designed especially for the Grain Trade

GRAIN DEALERS JOURNAL
255 La Salle Street CHICAGO

CHECK
your re-
ductions of
pounds to
bushels by
using

Clark's
Carload
Grain
Tables

New edition
revised and
enlarged.
Price, \$2.50.

GRAIN DEALERS
JOURNAL
Chicago, Illinois

MORTON GRAIN & HAY COMPANY

Proprietors of Pittsburgh
Elevator

Dealers In
Grain, Hay, Flour
and Feed.

10th Street and Penn
Avenue,
Pittsburgh, Pa.



Chas. D. Jones Co.

GRAIN

Nashville, Tenn.

Hogan Grain Co.

(Incorporated)

Nashville, Tenn.

Grain and HayPrivate Wires via Postal and
Western Union Tel. Cos.

Send Us Your Consignments.

NASHVILLE, TENN. ST. LOUIS, MO.

**McLemore Grain
Company**

GRAIN AND HAY

Elevator and Warehouses:
Nashville.

Member Merchants Exchange, St. Louis.

**Neil & Shofner
Grain Co.**

RECEIVERS AND SHIPPERS

Nashville, Tenn.

S. C. WILKES

J. W. JORDAN

Wilkes & Jordan

Nashville, Tenn.

Wholesale Grain and Hay

WRITE US.

J. H. NEIL & CO.

BROKERS

Grain and Hay

MILLING TRADE A SPECIALTY

Members Nashville Grain Exchange
Members Nashville Grain Exchange
Clearing House

Rooms 916 & 917 First National Bank Bldg.

NASHVILLE

REFERENCE: { Fourth National Bank
First National Bank**Bell-Duff Commission Co.**

John H. Bell, Pres.

Receivers and Shippers

**Grain
and Hay**

Robinson's Code

NASHVILLE, TENN.

ESTABLISHED 1876.

INCORPORATED 1907.

J. H. WILKES & CO.

(INCORPORATED)

**WHOLESALE
GRAIN and HAY**MANUFACTURERS OF
SUNSHINE STOCK AND POULTRY FOOD
ROBINSON'S CODE.

NASHVILLE, - TENN.

Jno. C. Bennett & Co.Brokers and
Commission Merchants
Grain, Hay and Feed**Neville Bros.**Wholesale Grain Dealers
Nashville, - Tenn.**W. S. TULLOSS
GRAIN BROKER**

NASHVILLE, TENN.

Write, Wire or Consign to

John A. Tyner & Company
Nashville, Tenn.Wholesale Brokerage and Com-
mission. HAY AND GRAIN.
Established in Grain Business in 1897. Look us up.

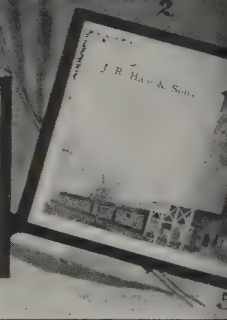
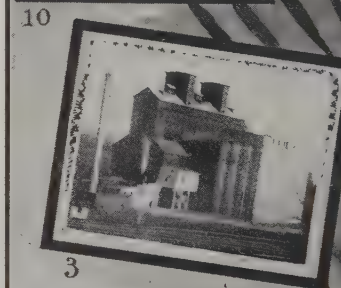
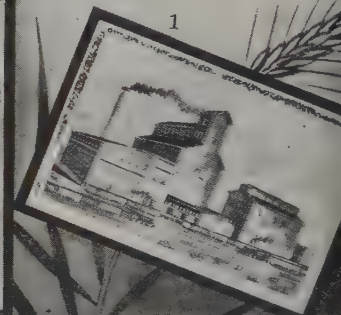
MEMBER

NASHVILLE GRAIN**Hughes Warehouse & Elevator Co.**RECEIVERS, SHIPPERS AND EXPORTERS
OF**GRAIN**

Members Nashville Grain Exchange, St. Louis Merchants Exchange.

Correspondence Solicited

Wire for Track Bids.



SOME NASH

(1) Capital Grain & Mill Co. (2) Nashville Roller Mills. (3) Nashville
Mills. (7) River & Rail Warehouse & Elevator Co. (8) Steel Storage
B, Central Elevator & Warehouse Co. (13) Hermitage Elevator Co.**CASWELL E. ROSE**

NASHVILLE, TENN.

Corn, Oats, Wheat and Hay

DEALERS AND COMMISSION.

CONSIGNMENTS SOLICIT

Nashville Warehouse & Elevator Co.

Public Storage Exclusively.

Best Equipped Plant in the South.

CAPACITY—ELEVATOR, 500,000 BUSHELS.
WAREHOUSE, 500 CARS.

DRIER CAPACITY—10 CARS DAILY.

OF THE IN EXCHANGE

J. R. HALE & SONS

Wholesale Dealers In

HEAT, CORN AND OATS

NASHVILLE, TENN.

Warehouse and Elevator
4th St. and Centennial Bldg.
Capacity 250,000 bushels

Local and Long Distance Tele-
phone No. 400.
Robinson's Code.

Offices and Warehouses: Murfreesboro, Tenn., and Nashville, Tenn.

STORAGE AND CONSIGNMENTS SOLICITED



ELEVATORS

Central Elevator Co. (4) Miller & Co. (5) J. R. Hale & Sons. (6) Liberty
(10) Williams and Worsham. (11) J. H. Wilkes & Co. (12) Eleva-
A. Central Elevator & Warehouse Co.

NASHVILLE GRAIN COMPANY

1107 First National Bank Building
NASHVILLE, TENN.

BUYERS OF

HEAT, CORN, OATS, HAY

OR WILL HANDLE CONSIGNMENTS

CORRESPONDENCE SOLICITED.

REFERENCE—DUN OR BRADSTREET AND ANY BANK
IN NASHVILLE.

Central Elevator & Warehouse Co.

Public Elevator & Warehouse

H. H. HUGHES, *Pres.*

ALBERT ROTHSCCHILD, *Secy. & Treas.*

Iowa Grain & Milling Co.

Receivers and Shippers of Grain

ALBERT ROTHSCCHILD, *Pres.*

Harrison-Williams Co.

Receivers and Shippers of Grain

ALBERT ROTHSCCHILD, *Pres.*

P. W. HARSH

St. Louis, Mo.

GEORGE HARSH

Nashville, Tenn.

Harsh Bros. & Co.

Receivers and Shippers of

GRAIN AND HAY

Correspondence and

Consignments Solicited.

W. H. Crozier Grain Co.

RECEIVERS

AND

SHIPPERS

Grain and Hay

Nashville, Tenn.

Williams & Worsham

Receivers and Shippers

Grain and Hay

Correspondence Solicited

Nashville - Tennessee

W. M. Cheairs, *Pres.* W. S. Porter, *Sec. & Gen. Mgr.*

A. E. Greenlaw, *Vice-Pres. & Treas.*

Capital Grain & Mill Co.

Wholesale Grain, Hay and Mill Feeds

Alfacorn—Bran—Shorts

— Feed Meal — Chops

All quotations subject to prompt ac-
ceptance and change without notice

Nashville - - - Tenn.

LIBERTY MILLS

Capacity, 5,000 Bbls.

Nashville, Tenn.

DeSoto, Leonte, Majestic Flour.

Meal and Grits. Highest Quality.

MILLER & CO.

(Established 1876)

Hay, Grain and Commission
Consignments Solicited

Use Robinson and Underwood
Ciphers.

REFERENCES; American Nat'l Bank
and Mercantile Agencies.

NASHVILLE, TENN.

ESTABLISHED 1895

Geo. W. Hill & Company

COMMISSION—GRAIN, HAY, ETC.

We are Commission Merchants and Brokers only.
We do not buy or sell for our own account. Your
best interest is all we have in view.

Members Grain Dealers' National Association.
Nashville Grain Exchange.

NASHVILLE - - - TENNESSEE

Fourth National Bank

Nashville, Tenn.

Resources Over \$8,000,000

GRAIN DRAFTS A SPECIALTY

Southern States Grain Co.

C. KEITH VAUGHN, President

GRAIN AND HAY

Member Nashville Grain Exchange

Consignments of Hay Solicited

S. S. KERR

Receiver and Shipper of

GRAIN

NASHVILLE, TENNESSEE

S. C. WILKS & CO.

NASHVILLE, TENN.

Brokers and Commission Merchants

HAY and GRAIN

Consignments Solicited.

RECEIVERS, SHIPPERS AND BROKERS.

Established 1876.
MILLER & COMPANY
 HAY, GRAIN AND COMMISSION
 Nashville, Tenn.
 CONSIGNMENTS SOLICITED

BROWDER & HAYM
 Brokers and Manufacturers Agents
 Grain and Grain Products
 Savannah, Ga. and Jacksonville, Fla.

WE HANDLE all kinds of grain and feed; also make a specialty of off grade and sample wheat, feed barley, kaffir corn, etc.
 Correspond with us. Think it will pay you.
THE D. W. RANLET CO.
 708 Chamber of Commerce Boston, Mass.

**CRABBS REYNOLDS
 TAYLOR CO.**
 GRAIN AND CLOVER SEED
 CRAWFORDSVILLE INDIANA

THE UNION ELEVATOR CO.
 Buyers and Shippers of
 Corn, Oats, Wheat, Hay & Straw
 CLEVELAND, OHIO
 41% protein, cotton seed meal, car lots and ton lots.

BONACKER BROTHERS
 Brokers and Manufacturers Agents
 Grain, Hay, Flour
 and Millfeed
 PENSACOLA, FLA. and TAMPA, FLA.

E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

EDWARD P. MERRILL
 GRAIN BROKER
 PORTLAND - MAINE
 Wanted, a Good Corn Account



TURTLE & COMPANY
 CAR LOTS
 of all kinds of grain
 IN and OUT of
 DULUTH or
 MINNEAPOLIS

SHIPPERS
 of CORN AND OATS
MCCRAY, MORRISON & CO.
 KENTLAND, IND.

McLane, Swift & Co.
 Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
 BATTLE CREEK, :: MICHIGAN

CLARK'S CAR REGISTER
 Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14 in.
 No. 40 contains spaces for 9,000 cars, \$1.50
 No. 42 contains spaces for 17,000 cars, 2.50
GRAIN DEALERS JOURNAL
 255 La Salle Street Chicago

Grain CONTRACT BOOK
 This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract.
 The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/2". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.
GRAIN DEALERS JOURNAL
 255 La Salle Street, CHICAGO, ILL.

HARRISBURG FEED & GRAIN COMPANY
 ORGANIZED 1901
JAMES W. BARKER, Manager
 HARRISBURG, PENNSYLVANIA
 -- GRAIN--FEED--HAY--STRAW --
 Car Lots Only
 Our manager has been buying grain in Pennsylvania since 1885

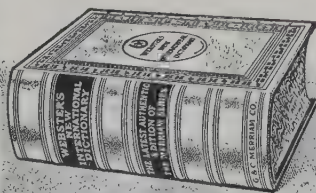
Metamora Elevator Co.,
 METAMORA, OHIO
 Buyers and Shippers of Corn, Oats, Wheat, Hay and Straw

New from Cover to Cover
**WEBSTER'S
 NEW
 INTERNATIONAL
 DICTIONARY**

JUST ISSUED. Ed. in Chief, Dr. W. T. Harris, former U. S. Com. of Education. General Information Practically Doubled. Divided Page: Important Words Above, Less Important Below. Contains More Information of Interest to More People Than Any Other Dictionary.

2700 PAGES. 6000 ILLUSTRATIONS.
 400,000 WORDS AND PHRASES.

GET THE BEST in Scholarship, Convenience, Authority, Utility.



Write for Specimen Pages to
G. & C. MERRIAM CO., Publishers, Springfield, Mass.
 You will do us a favor to mention this publication.

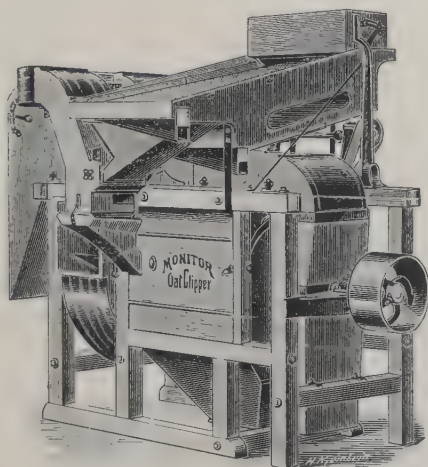
A. F. LEONHARDT & CO.
 GRAIN AND HAY
 NEW ORLEANS, LA.

W. A. THOMSON & CO.
 CORN, OATS and RYE
 LOUISVILLE, KENTUCKY
 LET US HEAR FROM YOU

MONITOR

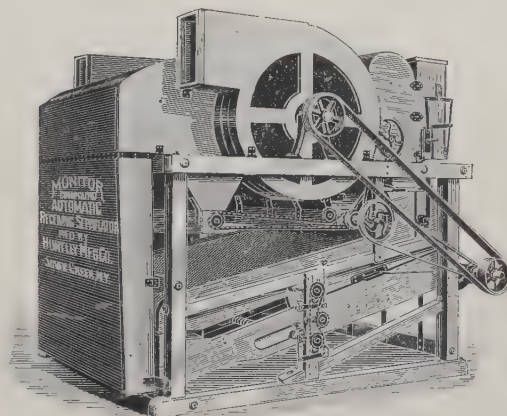
OAT CLIPPERS

SEPARATORS



OVER 50 OVER
MODELS

of high class modern
Cleaners and Clippers



ECONOMY IN CLEANING

Grain means Dollars and cents to you. Ever
consider this? Others have—they use Monitors

HUNTLEY MFG. CO., Silver Creek, N. Y.

Do Not Wait

until your elevator is full of hot
or damp grain before ordering a

HESS IDEAL DRIER

which is designed especially to meet the
needs of country elevator men. It will
not be safe for you to buy wet or immature
grain, unless you have a drier of known
merit, one you can depend upon drying
any grain as is wanted. Let us send you
the essential facts and you will give one
of our driers a chance to pay for itself.

Write to-day.

Hess Warming & Ventilating Co.
907 Tacoma Bldg., Chicago, Ill.

Ask us about the Hess U. S.
MOISTURE TESTER.

A Builder's Testimonial

W. H. Salisbury & Co.,
Chicago, Ill.

Chicago, Dec. 29, 1910.

Gentlemen:—Our experience with the R. F. and R. F. & C. Belting convinces us that you have eliminated the objectionable features of solid woven belt, in that you have provided a belt that is thoroughly waterproof and free from stretch as any belt can be made, our experience being that there is less stretch in this belt than any other manufactured.

The fact that there are no plies to separate in this belt appeals to us very strongly and we believe that belts of this character will ultimately displace the multiple ply cemented belts.

We have equipped a number of large plants with R. F. and R. F. & C. and gave it maximum service. It has rendered a good account of itself and in every case the very best of satisfaction to our customers.

Yours truly,

(Signed) MACDONALD ENGINEERING CO.
Per J. A. Macdonald, Pres.

When you are in need of a leg or conveyor belting you should investigate

"R. F. & C." BELTING

(Rubber) (Filled) (Covered)
TRADE MARK Registered U. S. Pat. Office

and "R. F." BELTING

(Rubber) (Filled)
TRADE MARK Registered U. S. Pat. Office

R. F. and R. F. & C. Belting will hold bucket bolts better than any other belting.

If you want further information about this economical belting, write us.

Every user of this belt is a booster for it.

W. H. Salisbury & Co. (Inc.)

Established 1855

166-168 Wabash Ave.

CHICAGO



"EUREKA"

Patented Grain Dryer, Cooler and Conditioners



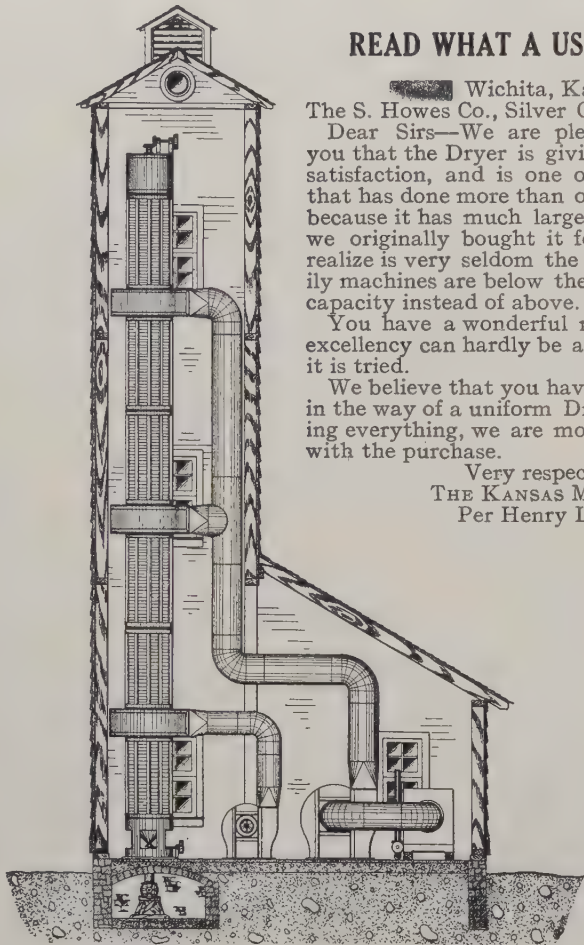
READ WHAT A USER SAYS:

Wichita, Kans., Sept. 15.
The S. Howes Co., Silver Creek, N. Y.
Dear Sirs—We are pleased to inform you that the Dryer is giving us excellent satisfaction, and is one of the machines that has done more than our expectation, because it has much larger capacity than we originally bought it for, and this we realize is very seldom the case. Ordinarily machines are below the rating of their capacity instead of above.

You have a wonderful machine and its excellency can hardly be appreciated until it is tried.

We believe that you have no competitor in the way of a uniform Dryer. Considering everything, we are more than pleased with the purchase.

Very respectfully,
THE KANSAS MILLING CO.,
Per Henry Lassen, Pres't.

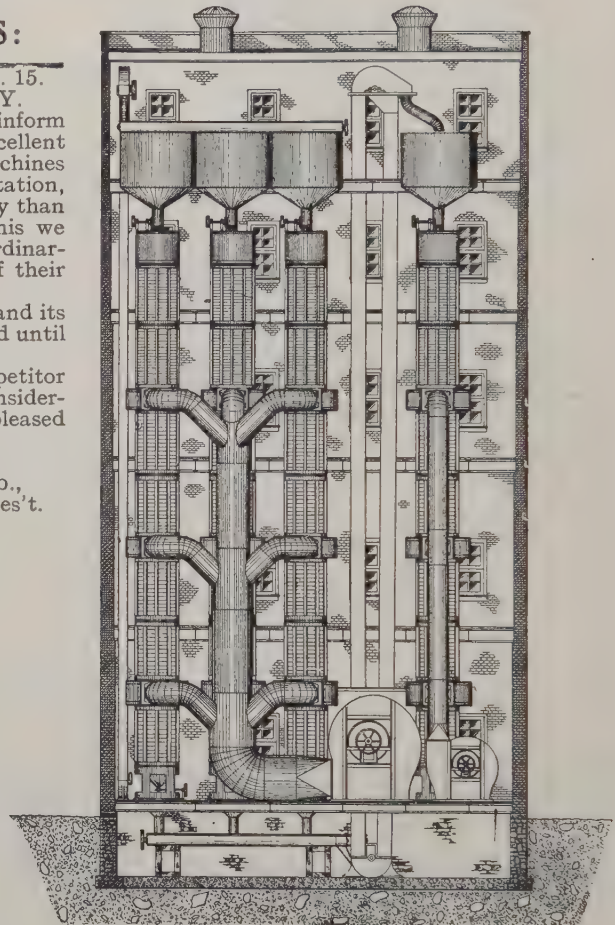


"EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity 1,500 to 2,000 Bushels Wet Corn per day, (of ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap, and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.



"EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity, 5,000 to 10,000 Bushels per day, (ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.

Three Columns used for Drying; one Column for Cooling.

The user of the above system says: The Howes Dryer is the best on the market, gives entire satisfaction, and will do all that The Howes Company claim for it.

SOLE MANUFACTURERS

THE S. HOWES CO.

Originators of the Highest Grade of Grain Cleaning Machinery

"Eureka Works:" Silver Creek, N. Y.

REPRESENTATIVES:

E. R. WATSON, 223 E. Kentucky St., Louisville, Ky.

WM. WATSON, P. O. Box No. 740, Chicago, Ill.

E. A. PYNCH, 311 Third Ave., South, Minneapolis, Minn.

J. Q. SMYTHE, Hotel Savoy, Kansas City, Mo.

W. M. MENTZ, Green's Hotel, Philadelphia, Pa.

UNION ENGINEERING CO., 1616 Columbus Road, Cleveland, Ohio



GRAIN ELEVATOR BUILDERS

B. J. CARRIGO

Designer and Builder of
Flour Mills and Grain Elevators
Hoxie Bldg., FORT WORTH, TEX.

Before Letting Your Contract for
Grain Elevators, Mills or Warehouses

Get in communication with
PEERLESS CONSTRUCTION CO.
Successors to G. F. McCURLEY
Their prices are right. WICHITA, KANSAS

WE DESIGN AND BUILD
FIRST-CLASS GRAIN ELEVATORS

Write us for particulars.
OLIVER CONSTRUCTION COMPANY
HOMER, ILL.

J. A. HORN

DESIGNER AND BUILDER
Grain Elevators a Specialty
OKLAHOMA CITY, OKLA.

L. T. STROMSWOLD & CO. ELEVATOR CONTRACTORS

We design and build grain elevators through-
out the Northwest.
Write us for Plans and Specifications.
MINOT, : NORTH DAKOTA

L. BUEGE

THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind
of Elevators at the
Right Kind of Price

224 Boston Block
MINNEAPOLIS :: MINN.

C. O. KELTY

J. L. WEYHING

KELTY & WEYHING

Engineers and Erectors
ELEVATORS, MILLS

11 N. Harrah Street
Phone 2826

OKLAHOMA CITY, OKLA



We Build

the most economical, the
most satisfactory

Concrete Storage Elevator

in this country. Get our
figures and more informa-
tion.

Finton Grain Elevator
Construction Company
Appleton, Wis.

V. E. FORREST CO.

ELEVATOR BUILDERS

TYNDALL, SO. DAKOTA

Successors to C. M. Forrest & Co.



M. J. Travis & Co.

Builders of Grain
Elevators in Wood and
Reinforced Concrete

KANSAS CITY, MO.

G. H. Birchard CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

E. J. KAYS CONSTRUCTION CO.

Designer and Builder of

Grain Elevators and Mills

Oklahoma City, Okla.

PLANS

When you want to im-
prove your elevator you should have up-to-date
plans. We have improved many elevators for
many people. Write us for free particulars.

THE SECKNER COMPANY

263 La Salle Street, - CHICAGO, ILL

WELL! WELL! WELL!

What about that modern Elevator.
Let your contract to

W. H. CRAMER, St. Paul, Neb.

and you are sure to get a modern Elevator.
Best of references.

Honstain Brothers

Company

E
L
E
V
A
T
O
R



B
U
I
L
D
E
R
S

We solicit your
inquiries.

306 Corn Exchange

MINNEAPOLIS, MINN.

REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
model grain Elevators. Write
for plans and prices.

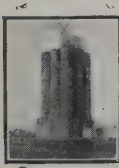
R. M. VAN NESS, Fairbury, Neb.

Write to the

Cramer Construction Company

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon
modern grain elevators. Over
200 of our houses in operation.



Fireproof, Concrete Country Elevator

12 Bins, Capacity 40,000 bushels

A. W. MENK, Builder

Minneapolis, Minn.

THE SIDNEY ENGINEERING & CONSTRUCTION COMPANY

Designers and builders of grain elevators.
Elevator property bought and sold.

SIDNEY, OHIO

H. L. BISHOP ELEVATOR ENGINEER

Plans and Specifications in Wood,
Steel and Concrete.

616 Corn Exchange Bldg., MINNEAPOLIS, MINN.

McCLEAN CONSTRUCTION CO.

Designers, Engineers and Builders of
Grain Elevators, Alfalfa, Meal and Feed Mills,
Waterproof Concrete Elevator Pits.

Manufacturers' Agents for only High Grade Ma-
chinery. Plans, Specifications and Estimates.
No. 311 N. Harvey, Oklahoma City, - Okla.

GRAIN ELEVATOR BUILDERS

Better have
YOUNGLOVE
build your
ELEVATOR

than to wish you had.

Younglove Construction Co.

219 Grain Exchange

SIOUX CITY, IOWA

GRAIN ELEVATORS

AND

STORAGE TANKS

Wood or Concrete

Plans and estimates
submitted on approval. We can interest
you.



L. O. Hickok & Son, Engineers—Contractors
MINNEAPOLIS, MINN.

OLSON BROTHERS & CO.

ENGINEERS AND CONTRACTORS

Grain Elevators, Flour Mills and Complete Plants for
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Humboldt 2373

2418-22 Bloomingdale Ave.

CHICAGO, ILL.

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, East Chicago, Ind.

If you are interested in a modern elevator, or remodeling your old one, write us for our new catalog.

P. H. Pelkey Construction Co.
Wichita, Kansas

GRAIN ELEVATORS ∴ WAREHOUSES
STORAGE TANKS ∴ SEED HOUSES

Built of

Wood or Fireproof Material

PLANS—SPECIFICATIONS—ESTIMATES

Give me a chance to figure with you
before making contract.

T. E. IBBERSON
Minneapolis ∴ ∴ Minnesota

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

KAUCHER, HODGES & CO.

DESIGNERS AND BUILDERS

206 Royal Building, MEMPHIS, TENN.

ALFALFA FEED MIXING PLANTS
Machinery Equipments Furnished Complete

GRAIN ELEVATORS
WAREHOUSES

CONCRETE CONSTRUCTION

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

GRAIN ELEVATOR BUILDERS

Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications
a Specialty.

CHICAGO

FRED FRIEDLINE & CO.

Elevator Engineers

253-261 La Salle St.,

Plans and Specifications
Machinery and Contracting. CHICAGO

Grain Storage Construction Company

Designers and Builders of

STEEL, GRAIN AND COAL ELEVATORS

Mutual Life Bldg., Buffalo, N. Y.

INVESTIGATE THE COST FIREPROOF ELEVATORS

WRITE US TO-DAY

MONARCH ENGINEERING CO.

Chamber of Commerce, Buffalo, N. Y.



GREAT NORTHERN RY. CO. ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

The Barnett & Record Company

Minneapolis, Minn.

CONTRACTORS AND ENGINEERS

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y., consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete Grain Storage and 600 Foot Dock.

This is another case where preference was given concrete over tile construction. (Note tile storage tanks in the rear).

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Building., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg. St. Louis, Mo., Bank of Commerce Bldg.
Pittsburg, Pa., Westinghouse Bldg. New Orleans, La., Hibernia Bank Bldg.
San Francisco, Cal., 709 Mission St. Denver, Colo., First National Bank Bldg.
Canadian Stewart Co., Ltd., Montreal, Canada, Eastern Township Bank Bldg.
Fort William, Ontario, Canada

BURRELL

Engineering & Construction Co.



Designers and Builders of

Modern Grain Elevators

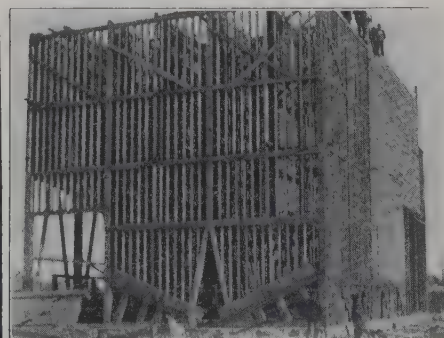
Concrete or Wood

Transmission Experts

1140 Stock Exchange

CHICAGO, ILL.

Studded Constructed Elevators



THIS illustration shows an elevator of our design in process of construction. We make complete plans and specifications. Our experience will make money for you.

—Write us.—

**Reliance
Construction
Co.**

625 Board of Trade
Indianapolis, Indiana

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.
 Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.
 KEEL & SON.
 By J. Z. Keel.

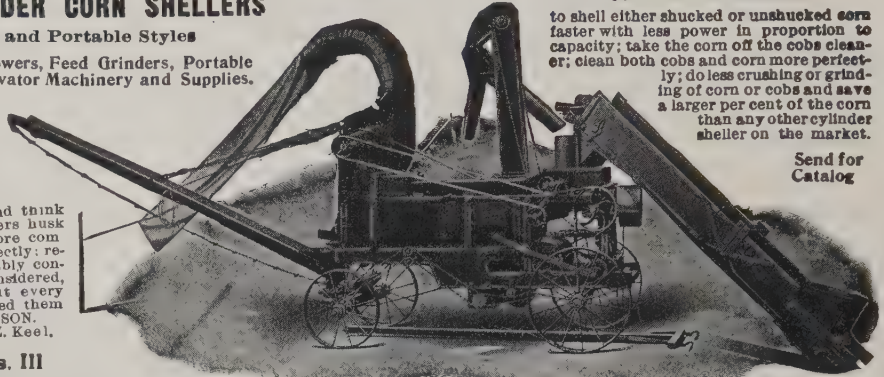
MARSEILLES MFG. CO. Marseilles, Ill

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog

**Buffalo Grain Tester****With Buffalo Filler**

BUFFALO SCALE COMPANY BUFFALO, N. Y. CHICAGO NEW YORK

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

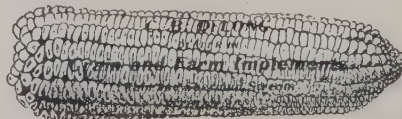
Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, ILL.

It is not difficult to get testimonials from users of our machines. We never solicit them. The thousands of "Western" Shellers and Cleaners in elevators of satisfied customers are the best testimonial to their superiority.

WAGONS
BUGGIES
WINDMILLS
BINDERS
MOWERS



Union Iron Works,
Decatur, Ill.

Pithian, Ill. Jan. 12, 1910.

Gentlemen:

I enclose you check for sheller bought of you a few days since. It is not due for 30 days, but it works so good that I want you to have your money. I do not know how we have ever got along with that other sheller. It would just worry us from morning till night and from one years end to the next. To run this is like being in a better world. You could not take the corn off the cob with the other sheller and this one you absolutely can not find a grain on the cobs. As to power the engineer says he can not tell when the sheller is hitched on. I do not think that it pulls one half as hard as the other.

Respectfully yours,

Mr. DeLong wrote this letter entirely unsolicited, because he appreciated the true value of a "Western" Corn Sheller after having lost time and money experimenting with one which was represented to be "just as good."

Write to-day for Catalogue and Prices.

UNION IRON WORKS, "WESTERN" ELEVATOR MACHINERY **DECATUR, ILL.**

Manufacturers of

**We are Large Manufacturers of
Steel Roofing, Corrugated Iron, etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**Sykes Steel Roofing Co.,
CHICAGO, ILL.**

CYCLONE BLOW PIPE CO.

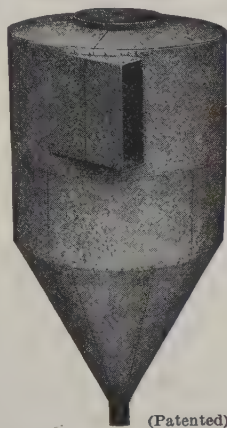
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low
Speed Systems.

541-553
West Jackson Boul.
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71 1/2% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.

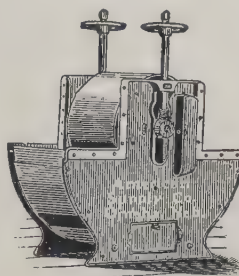


**THE
"New
Cyclone
1905"**

Manufactured Exclusively by

**The Knickerbocker Co.
JACKSON, MICH.**

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

**Heavy and
substantial,
no better
made.**

Size cups	Net price	Size cups	Net price
8x5 - -	\$13.50	11x6 or 7 - -	\$19.50
9x5 - -	15.00	12x6 or 7 - -	22.50
10x5 1-2 -	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

**AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.**

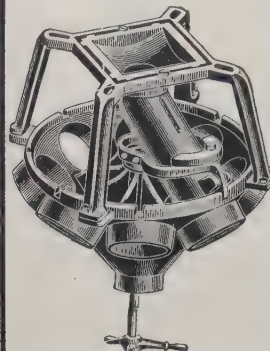
THE BUSY SEASON

of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

Economy of Space and Economy in Use are important features.

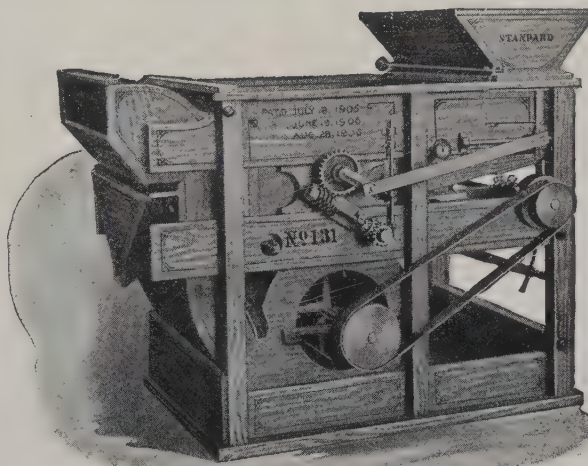
**THE HALL
SIGNALING
DISTRIBUTOR**

is a simple, efficient, durable device which accomplishes ends none others reach as a thousand users will testify.



**HALL DISTRIBUTOR CO.
222 Ramage Bldg. Omaha, Nebr.**

The Standard Cleaner Cleans Clean



When you buy a cleaner you want a cleaner—a fan—ning mill will not do.

We call our cleaners the "Standard" and they have proved themselves worthy of the name.

Our No. 131 is equipped with travelling brushes and is especially designed to clean

**GRAIN
BEANS
SEEDS**

These machines will solve your cleaning problems.

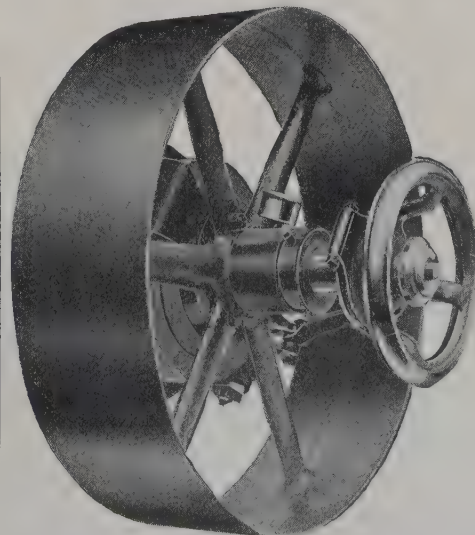
The blast may be reduced without changing the speed or lessening the capacity of the machine.

Write for further particulars.

International Mfg. Co.,

Crestline, Ohio

Short Shaft and Fly Wheel Clutches



Fly wheel clutches are designed for gas engines where crank shaft does not extend beyond the fly wheel. Where an extension of shaft of 5" or more the Short Shaft clutches are used.

This is the one clutch on the market using standard iron pulleys and interchangeable for different sized clutches.

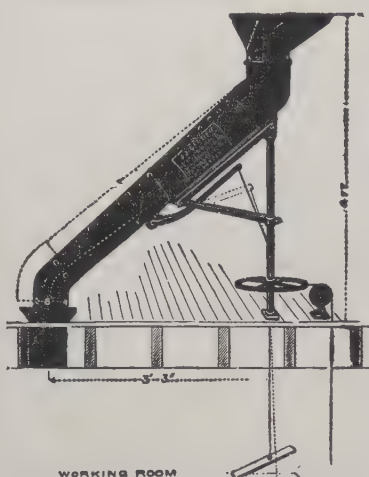
All parts are made standard and interchangeable.

We can furnish fly wheel clutches with sprockets or gears. Catalog upon application.

Manufactured by

**THE BROWN CLUTCH CO.
SANDUSKY, OHIO**

ORDER THE No. 2

GERBER IMPROVED
Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

YOU'LL NOT REGRET IT



Equip your house with one of our
**IMPROVED NEW ERA
PASSENGER ELEVATORS**

Many Exclusive Features
It will surprise you to learn the small cost.

At our factory where these good little machines are made, Hand Elevators, Dumb Waiters and Freight Elevators are also made by the scores.

We can please you.

Write for descriptive matter.

SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO

HONESTLY

The King Buckhorn
Machine

Will separate Buckhorn, Ripple and other foul seeds from Clover seed and Alfalfa.

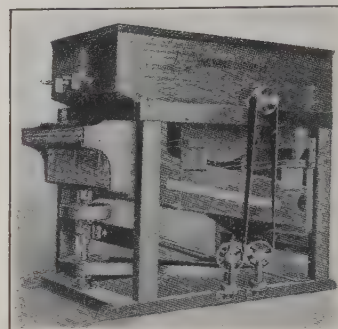
We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

J. M. KING & SON

and LONDON CANADA NORTH VERNON, IND.

WOLF

Gyratory
Receiving Separator

¶ Successfully used everywhere in mills and elevators.

¶ The simple Gyratory Motion is the most effective principle in cleaning grain.

¶ Built for continuous service.

THE WOLF COMPANY

CHAMBERSBURG, PENN., U. S. A.

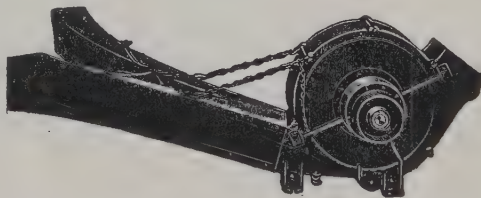
Perforated
Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

MAKE US PROVE IT.

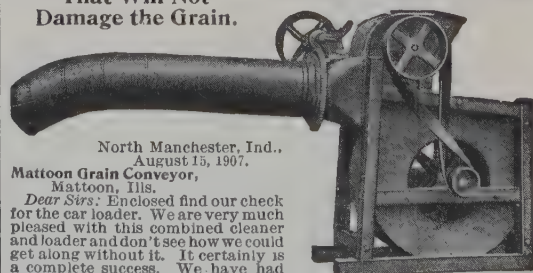


It is now about eight years since we began advertising our Boss car loaders in this journal. During this time we have made a great many claims as to the merits of these machines and as we enumerated them we usually published a letter from some customer testifying as to those claims, and we never used the same letters twice except when we neglected to change the advertisement. Now when so much is claimed it is likely to cause people to be skeptical, so we gladly send the machines without any money in advance, and if it don't make good you may return it at our expense. When writing please tell us about how fast you wish to load as we have five sizes.

MAROA MANUFACTURING CO.,
DEPARTMENT 3

MAROA, ILL.

The ONLY Car Loader
That Will Not
Damage the Grain.



North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

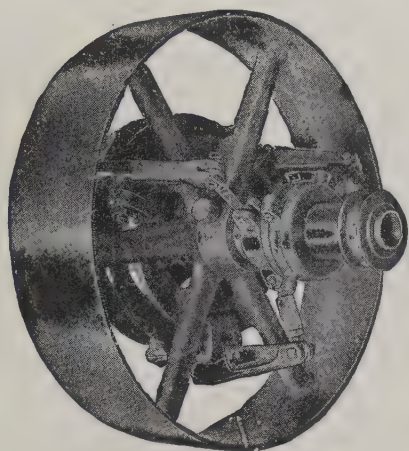
COMBINED Grain Cleaner
and Pneumatic
CAR LOADER

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

Our Friction Clutch Pulley NONE BETTER



We Manufacture Full Line

**ELEVATING, CONVEYING and
TRANSMISSION MACHINERY.**

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINNESOTA



When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the **General Northwestern Agents** for the following well known high grade lines:

The Sonander Automatic Scales

"The Standard" Scales

The Foos Gas, Gasoline and Producer Gas Engines

Skinner Automatic Steam Engines

Bates Corliss Heavy Duty Engines

Frost Engines and Boilers

Smith-Vaile Steam and Power Pumps

Chain Belt Concrete Mixers

Clyde Hoisting Engines

Cookson Feed Water Heaters

Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery

Blue Thread Brand Transmission Rope

Diamond Rubber Co.'s Line

Engineers' and Electrical Supplies

Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

Power Equipment Co., Minneapolis

ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG
OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Mt. Pelee Hocking—

is **rescreened** and the best domestic soft coal to handle.

WRITE TO

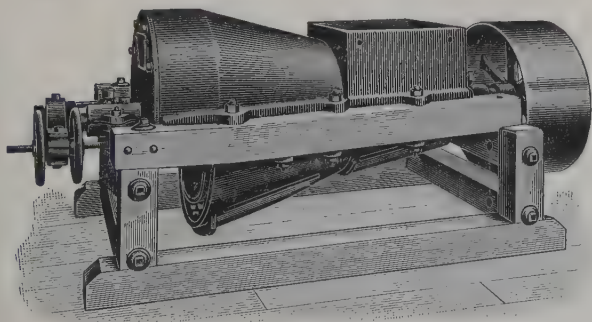
OHIO & MICHIGAN COAL CO.

Miners and Shippers

Anthracite and Bituminous Coal

Main Office: DETROIT, MICH.

We can furnish you with any style or make of warehouse corn shellers at best prices



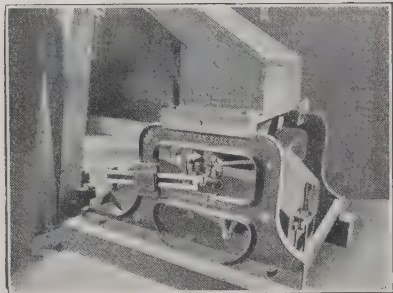
Corn, Oats and Wheat Cleaners

Wagon Dumps, Man-Lifts, Elevator Boots and Heads, B. S. C. Chain Feeder and Drags, Cast Iron Turn Heads and Flexible Loading Spouts. If you want help to plan or figure send for our Traveling Representative

B. S. CONSTANT CO., Bloomington, Ill.



FIRST



IT
'SPEAKS
FOR
ITSELF

NEW COMPENSATOR

For particulars and other reasons why the
AVERY SHOULD BE YOUR SCALE
WRITE TODAY

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

BRANCHES:

New York
Chicago
Philadelphia
Montreal, Can.

Boston, Mass.
Portland, Ore.
Sioux City, Ia.
Winnipeg, Can.

Indianapolis, Ind.
Kansas City, Mo.
Minneapolis, Minn.
San Francisco, Cal.

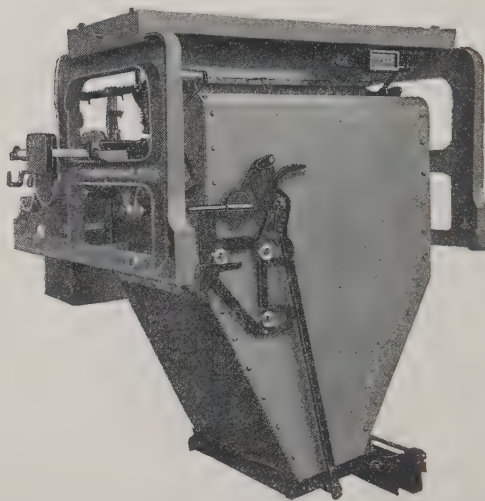
WHAT'S THE USE OF TALKING

The Only Scale you want in your elevator is one that won't pass grain un-registered if a corn cob or chunk of wood is caught as the feed gate closes.

That Scale is the **Richardson** automatic 1910 model.

The **only** cob proof Scale made.

You can't match it for simplicity.



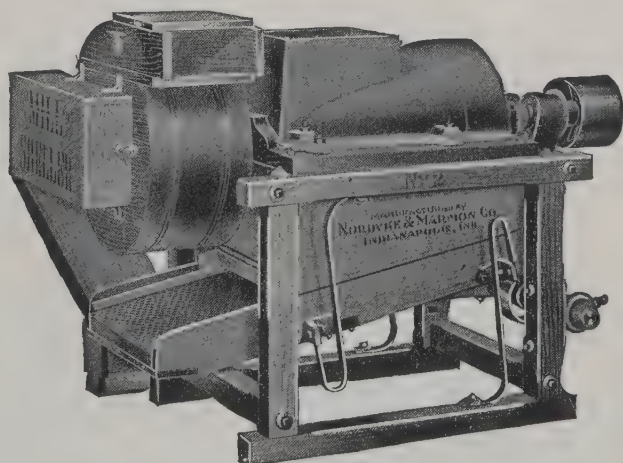
It is the heaviest and most durable made—yet it goes in small space. It is also proof against accidental or intentional discharge of the hopper during the filling.

It's accuracy will fill your soul with joy.

RICHARDSON SCALE COMPANY 6 PARK ROW, NEW YORK

122 Monroe St.,
CHICAGO, ILL.

415 Third St. South,
MINNEAPOLIS, MINN.



MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

Some Users' Names

Here are the names of some Illinois Elevators who are using our dump controller.

W. H. Current	Indianola, Ill.
K. A. Harper	Potomac, Ill.
W. P. Lewis	Humerick, Ill.
Hargroves & Godel	Manhattan, Ill.
Jeter & Boston	Yorkville, Ill.
Fred Rose	Homer, Ill.
Badder & Co.	Vermont, Ill.
Thos. Carbon & Co.	West Point, Ill.
Farmers Grain & Coal Co.	Little Indian, Ill.
B. P. Hill	Barleyville, Ill.
Lomax Grain Co.	Lomax, Ill.
Neola Elevator Co.	Serena, Ill.
A. B. Puterbaugh	Milledgeville, Ill.
Shelden Elevator Co.	Shelden, Ill.
E. C. Summers	Culmer, Ill.
Schultz, Baujan & Co.	Beardstown, Ill.
Smith-Hippen & Co.	Pekin, Ill.
E. F. Verry & Son	Richmond, Ill.
J. R. Wagner	Metamora, Ill.
Berger & Cooley	Redick, Ill.
Bardolph Elevator Co.	Bardolph, Ill.
Churchill & Son	Chenoa, Ill.

If your neighbor is not among this list, write us and see if we cannot furnish it.

RELIANCE CONSTRUCTION CO.
INDIANAPOLIS, IND.

BOWSHER

(Sold with or without Elevator)

CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsheer Co.
South Bend, Indiana



FEED MILLS

Elevator Sold For **\$1.20**
RESULTS COUNT!

You can get them in the Journal
GRAIN DEALERS JOURNAL
Chicago, Ill.

Enclosed find check for \$1.20, which pays for "Ad" that sold my Elevator at a **SATISFACTORY PRICE**. If I ever have occasion to use your valuable Journal again, I will do so.

Don't carry the ad any longer.

Yours very truly,
E. L. WILLIAMS,
Lester Prairie Minn."

SCOOP-TRUCK

Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' "Please ship us another with as little delay as possible."

Price \$10.00
F. O. B. Factory

Detroit
Scoop-Truck Co.

2225 W. Jefferson Ave.,
Detroit, Mich.



Huron Milling Co.
Harbor Beach,
Mich.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 1/2 x 8 1/2 in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

Grain Testers Flax Scales

Wheat, Flax and Seed
Testing Sieves are
needed now.

Send Us Your Order.
Complete Line Prices Right

GRAIN DEALERS SUPPLY CO.

Minneapolis - Minn.

H. W. JOHNS—MANVILLE Co.

ASBESTOS AND MAGNESIA COVERINGS, ROOFINGS, PACKINGS, FIRE-PROOF AND
COLD STORAGE INSTALLATION, ELECTRICAL AND PLUMBERS' SUPPLIES, ETC.

SEND FOR CATALOG—OFFICE AND WAREHOUSE IN EVERY LARGE CITY.

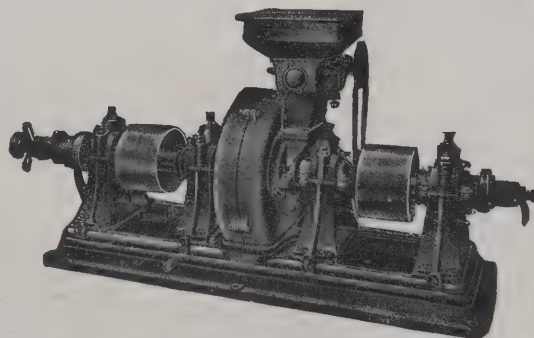
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



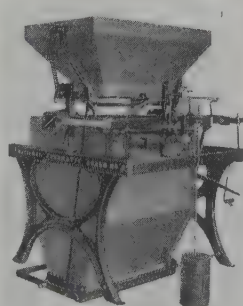
It Soon Pays For Itself.

It will cost less than you imagine to install a **NATIONAL Automatic Scale**. What's more, it will soon pay for itself.

One of our customers informs us that the **NATIONAL** has just saved them over \$100.00 on one car load of grain. We will be glad to send you their address.

Every operation of the **NATIONAL** is positive. It is not affected by cobs, sticks, straws or any trash that might be in the grain. Irregular elevating will not affect the accuracy of the weights. It has no hair trigger regulations to get out of fix. Everything simple and sensible. Write at once. Sixty days free trial.

NATIONAL AUTOMATIC SCALE CO.
BLOOMINGTON, ILLINOIS

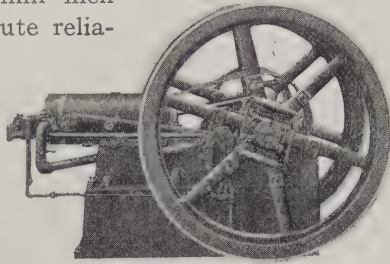


AUTOMATIC TWIN SCALES

Baggers, Polishers and Cleaners
Manufactured by
AMERICAN GRAIN SCALE CO.
Blackwell, Oklahoma

Reliable Powers for Elevator Use

Elevator and mill men must have absolute reliability in their powers. Not only reliability but ever-readiness, economy, and every other power requisite goes with



I. H. C. Gasoline Engines

Strong, simple, easy to understand and operate. The many styles and sizes adapt them to use in elevators, warehouses, feed mills and all branches of the grain trade.

For catalogue and all information address

International Harvester Company of America

(Incorporated)

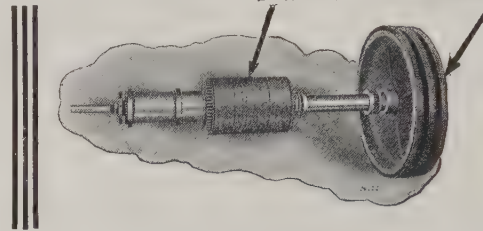
21 Harvester Bldg.

Chicago, U. S. A.

Simplicity insures long life

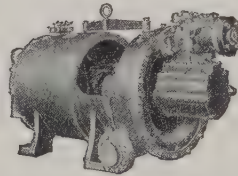


There is only one heavy moving part in the Curtis Turbine Generating Set, combining the electrical and mechanical elements.



Both elements are solidly built and keyed to a solid steel shaft. The entire moving part turns as a unit on its bearings.

The entire absence of reciprocating motion of heavy parts removes a great cause of trouble. Complicated construction, heavy counterbalances and wasted energy are not involved in Curtis Steam Turbines. The simple Curtis turbine wheel receives energy directly from the steam and imparts it directly to the electric generator, all on one rotating shaft. The few parts needed are simply built and wear little, if any. The long life of the Curtis turbine is a useful life because there is no loss in efficiency.



Curtis Steam Turbine Generators are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.

General Electric Company

2062A

Principal Office, Schenectady, N. Y.

New York Office, 30 Church St.

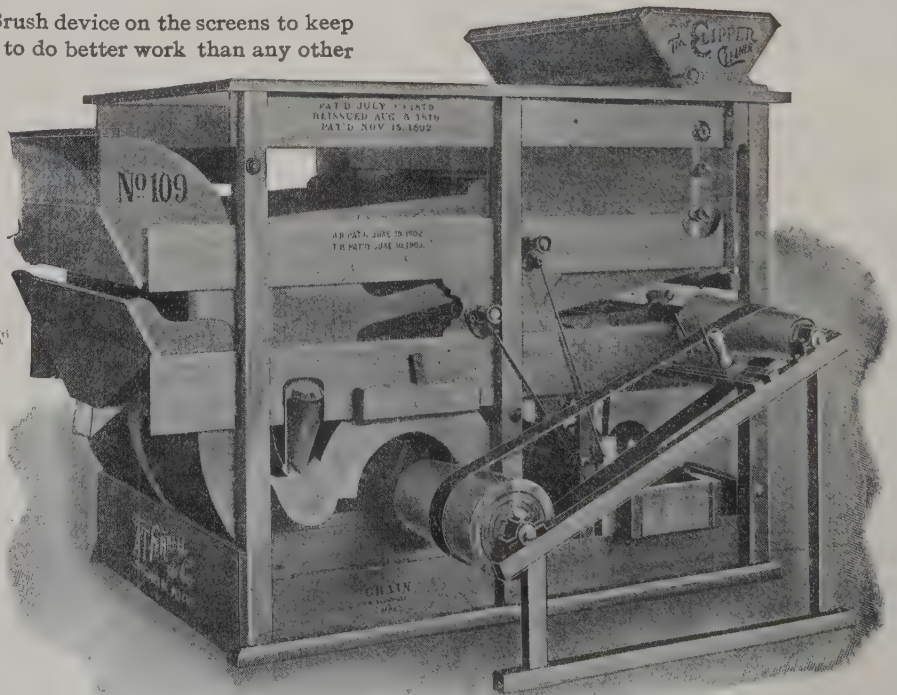
Chicago Office, Monadnock Bldg.

Sales Offices in all Large Cities.

The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.

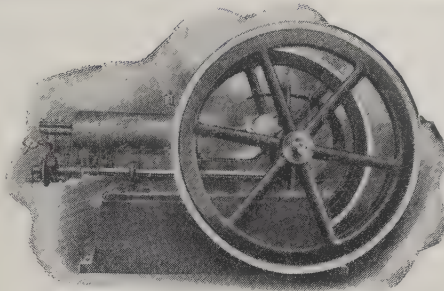
WITTE GAS AND GASOLINE ENGINES

All sizes; any grade fuel.
The Elevator and Grain trade our specialty.
The Witte represents the highest perfection in accuracy and mechanical workmanship.
All valves vertical and self-seating.
Bensonized Bronze Bearings.
Automatic wipe oilers.
Noiseless safety Auto Mufflers.

FIVE YEAR BOND GUARANTEE

Prompt Deliveries Complete Equipments.
Get Elevator Catalog X

WITTE IRON WORKS CO. 526 W. 5th St., KANSAS CITY, MO.



FOOS Gas Engines

are economical

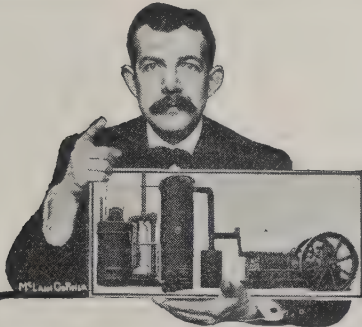
For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

The Foos Gas Engine Co.
Springfield, O.



HOLD ON!

Aren't you looking for real economical and dependable motive power to operate your mill or elevator? Then don't neglect to investigate the advantages of an

"OTTO"

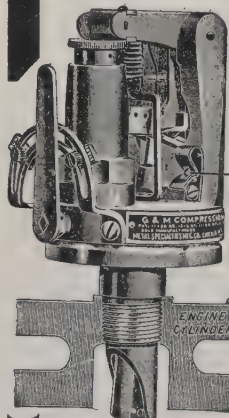
Suction Gas Producer and Engine.

No matter what your past experience may have been with gasoline engines, if you'll send us your name, and conditions under which they must work, we'll mail you catalogs and testimonial letters from some of your neighbors and competitors that will convince you that the "OTTO" will solve your troubles.

Otto Gas Engine Works
PHILADELPHIA, PA.

G. & M. Compression Igniter

Special Price Next 30 Days
A Revelation in Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We Can Save You Money

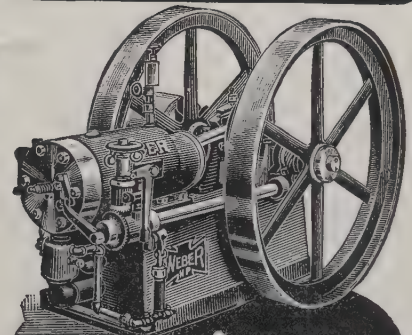
by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

Other results are: easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

LIVE AGENTS WANTED

For particulars write sole manufacturers

METAL SPECIALTIES MFG. CO.
427-441 W. Randolph St., Chicago, Ill.



The Engine of Reliable Records

Getting the most engine for your money does not mean buying the cheapest—it is a matter of securing an engine that will give reliable results year in, year out — *the speed must be steady and uniform*—absolute interchangeability of parts assured—actual power must equal rating. Every requirement of the miller who wants a simple, reliable, powerful engine is met by the

Weber Gas or Gasoline Engine

Some of its special features are—underground gasoline reservoir for main gasoline supply—gasoline pump, pumping supply to engine; surplus returning to reservoir—electric igniter—heavy and rigid construction (see cut)—a perfect control governor by which the operator can change speed instantly—all parts easy of access and guaranteed interchangeable.

Sold Under Our Absolute Guarantee

We make a specialty of heavy duty, distillate or producer gas engines, 50 to 400 h. p., especially adapted to generating power for millers—operates at very low cost—cost of power for milling one barrel of flour 2 1-2c—fewer working parts than any other—design and workmanship of highest order

Write today for our new handsomely illustrated catalog fully describing the Weber Engine.

Sheffield Gas Power Co.
184 Winchester Place Kansas City, Mo.

NO MORE FROZEN TANKS

Here is just one testimonial letter to prove that Calcium Magnesium Chloride will prevent water jackets of gas or gasoline engines from freezing. This compound is very much superior to ordinary Calcium Chloride, and costs the same. Ask us for

K-L Brand — Anti-Freeze — Solution

This letter proves it will do the work:

Kielgass-Lehman Co., Chicago, Ill.:

Gentlemen—Some time ago we ordered and received from you 200 lbs. of Calcium Magnesium Chloride and along with our order we sent you \$2.00. Enclosed please find draft for balance, which is \$2.00. The solution is certainly fine and we do not have any bother with frozen tanks any more.

(Signed) **FARMERS ELEVATOR CO.**, per Nels Hintze, Mgr,

KIELGASS-LEHMAN CO., 208 Kinzie St., Chicago, Ill.

Pukwana, S. D., Jan. 4, 1910.

IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here.

Let it
Furnish Power
for You

THE TALK OF THE TRADE

The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

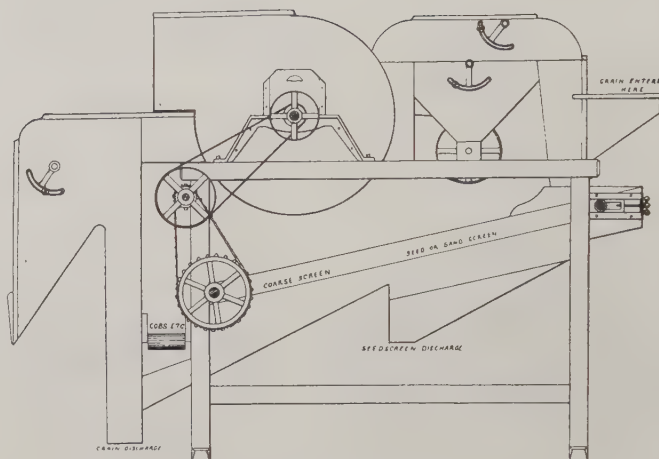
Some of its advantages over other cleaners are:

- The screens are motionless—stationary.
- They have absolutely no vibration.
- Nor does any part of the machine shake or vibrate.
- It requires no bracing, either at first or at any future time.
- It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.
- Its capacity is practically unlimited.
- The grain is carried upon the screens by traveling rods.
- These rods run slow.
- They drag large foreign material over the end of the screen.
- They keep the openings in the screen open *all the time*.
- It is *impossible* for the openings to clog up.
- There are *no eccentrics* about the machine.
- It never has to be balanced.
- The bearings will run years without attention.
- It relieves you of all worry about balancing, babbitting, screen cleaning, etc.
- It can be built to discharge grain at the feed end or at the discharge end.
- It can be built to occupy same space your present cleaner occupies.
- It will fit under almost any elevator turn head.
- The fan can be placed in front, at one side, or on top.
- It saves time, repairs and trouble at critical moments.

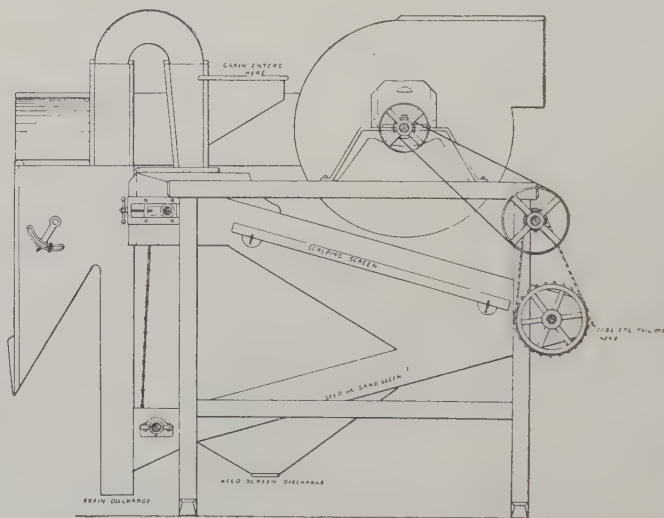
Further particulars upon request.

Manufactured exclusively by

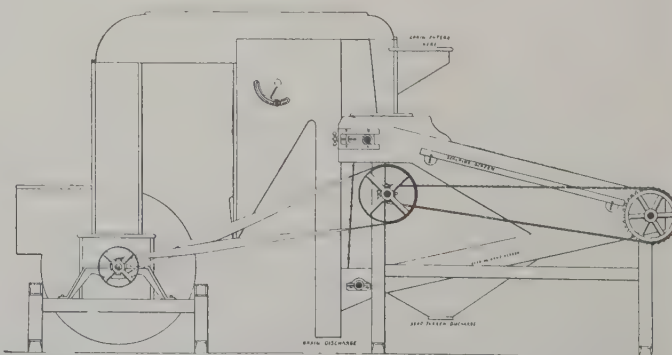
The Beall Improvements Co.
DECATUR, ILL.



As built above the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

ONE CLIPPER 18 IN. horizontal Burr feed mill for sale. T. H. Reed & Son, Rushville, Ind.

NO. 4 BOWSER FEED MILL with sacker for sale. Mill is practically new. L. B. Spracher & Co., Sibley, Ia.

ONE NO. 8 WOLF MILL for sale. 3 rolls high with one extra set of new rolls. A. L. Schultz & Son, 1675 Elston Ave., Chicago.

ONE SULLIVAN CORN CRUSHER for sale. Capacity 35 bus. per hr., in good shape. Cheap. Address J. C. Bradley, Rossville, Kans.

FERRELL NO. 16 CLIPPER CLEANER with air controller, 40 screens. Cost \$150. Run few months. Sell at \$100. Josiah Young, Troy, N. Y.

B. S. CONSTANT CORN CLEANER for sale. Capacity 200 bus. per hr., also 1 Western sheller, small size, good condition. Cheap. Address Geo. W. Moor, Letts, Ind.

MACHINERY FOR SALE in a small planing mill. One 30 inch under runner, Burr stone feed mill and one Sullivan cob crusher. Wm. F. Graham, Otter Lake, Mich.

FOR SALE—2 elevator boots, also 2 head pulleys and several wood and iron pulleys; large size, and a large number of elevator buckets. Address H. E. Parsons, Philo, Ill.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

EUREKA COMBINED CLIPPER and cleaner for sale. No. 28. capacity 200 bu. per hour; only run short time; took out to install larger. Also No. 12 New Holland feed mill. Address Texas-Okla. Grain Co., Box 608, Vernon, Texas.

CLEANER AND SEPARATOR for sale. 1 Monitor No. 4 Receiving separator, 1 No. 1 U. S. Corn Sheller, 1500 bu. capy. 1 No. 13 Constants Corn Cleaner, 1700 bu. capy. Address J. A. Horn Construction Co., Oklahoma City, Okla.

MONITOR WAREHOUSE FLAX CLEANER for sale. Style B. Capacity per hour 250 to 400 bus. Only used a few days of actual work. Worth five times price asked. Reason for selling no flax raised here now. Address Grand, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

MACHINES FOR SALE.

ONE MONITOR OATS CLIPPER and one St. Marys gas engine for sale. The Pierce Grain & Hay Co., Van Wert, Ohio.

SECOND HAND MACHINERY—Two Sattley stackers—one 42 inch chute for 60 inch separator, \$125; one 36 inch chute for 44 inch separator, \$100. Both with new webs. One 12 h.p. and one 18 h.p. Starr engine, rebuilt. Two 36 inch feeders. One 16 h.p. Callahan stationary gasoline engine, rebuilt, good condition. Star engine and American separator repairs. Cedar Rapids Machinery & Supply Co., Cedar Rapids, Iowa.

SECOND-HAND FOR SALE.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foss; 1-19" Foss; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MACHINES WANTED.

A CLIPPER SEED CLEANER of good capacity wanted. No. 47 or No. 57 preferred. Must be in perfect condition. Also small gasoline engine, 2 to 4 H.P. M. Young & Co., Winterset, Iowa.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

SECOND HAND GRAIN CLEANER wanted of medium size and of standard make for cleaning all kinds of seed grain and also grain for market, to be run by a 5 H.P. gasoline engine, and used by March 1st. Address W. W. H. Box 3, Grain Dealers Journal, Chicago.

MOTORS AND GENERATORS.

ALTERNATING OR DIRECT current motors and generators. Immediate delivery. Write us. We can save you money. Loveland & Monahan, 527 W. Jackson Blvd. Chicago.

BELTING WANTED.

OLD LEATHER BELTING WANTED. We buy for cash old leather belting from factories, mills, elevators, etc. Schedule of prices we pay on application. Teu-Bur Improvements Co., 527 N. 2nd St. St. Louis, Mo.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

AUTOMATIC BAGGER & WEIGHER with reserve attachment. Sell at \$20. Josiah Young, Troy, N. Y.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb.

BUFFALO HOPPER SCALE—600 bu., Fairbanks Hopper Scale 1000 bu. Both nearly new. Special bargain for quick sale. F. H. Morley, 618 Board of Trade, Indianapolis, Ind.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

ONE 1,000 BU. FAIRBANKS HOPPER SCALE with timbers \$75.00. One Fairbanks R. R. T. scale \$200.00; two 26" rubber belts 160' each \$70.00; two 24" rubber belts 120', each \$50.00. La Crosse Wrecking Co., La Crosse, Wis.

SCALES WANTED.

HOWE HOPPER SCALE WANTED. 1600 bus. Must be as good as new and reasonable price. Foster Grain Co., Lincoln, Neb.

MISCELLANEOUS.

DUST PROTECTORS \$1.50; slightly used typewriters \$25.00 up. J. G. Meier, Russell, Kansas.

INFORMATION.

ADDRESS WANTED of the Atlanta Flour & Grain Brokers. Address Charles, Box 2, Grain Dealers Journal.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Bureau, Grain Dealers Journal, Chicago, Ill.

POULTRY FOR SALE.

RHODE ISLAND REDS—The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

BOOKS FOR SALE.

FOR SALE — Booker's Railroad Claim Forms never fail to receive immediate attention from claim agents. Complete record on one sheet all details. Tablets 100—200 Book form 300 sheets, price 1c per sheet. Express charges 10c, 20c and 30c anywhere. Shipped subject approval. W. J. Booker, Memphis, Tenn.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATOR IN IOWA to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE at Haverhill, Iowa, doing good business. Good reason for selling. C. C. Holdgrafer.

MILL & ELEVATOR in Central Indiana. First class location. Address Central Indiana, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR AT BENTON, KANSAS for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

MODERN ELEVATOR 70,000 bus. capacity at Colfax, Ill., for sale. Million bushel point. Address J. Y. Chisholm, Trustee, Bloomington, Ill.

FOR SALE—ELEVATOR at a good grain point within 100 miles of Chicago. Extra bargain. Address A. B. S. Box 1, care Grain Dealers Journal, Chicago.

22,000 BU. ELEVATOR, COAL sheds and small dwelling in best farming section of N. Dak. for sale. Address C. B. P. Box 4, Grain Dealers Journal, Chicago.

FOR SALE, ELEVATOR at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

11,000 BU. GRAIN ELEVATOR on the C., R. I. & P. Ry., in southern Nebr., for sale. A 200 car station. One competitor. Write V. B. & S. Box 3, Grain Dealers Journal, Chicago.

65,000 BU. CAPACITY ELEVATOR handling 200,000 per year. No competition. Located in Central Ill. town of 600. Address Illinois, Box 2, Grain Dealers Journal, Chicago.

20,000 BU. ELEVATOR for sale. Rich territory. Only elevator here. Will sell at a sacrifice for quick sale. Account other interests. Come quick. Samuel Garver, Valley Center, Kansas.

TWO ELEVATORS 30,000 bu. capacity each, seven miles apart, on Big 4 R. R. for sale or exchange for good farm land. Fine grain and hay country. Address B. E. V. Box 3, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR, FLOUR MILL, hay barns, coal bins for sale. Well established grain, hay, flour, feed and coal business. On account of ill health will retire from active business. Wm. Bondies, Durant, Okla.

KANSAS ELEVATOR of 17,000 bus. capacity at Home City, a 300 car station. In good condition. Hopper scale, car loader, 12 h.p. gasoline engine, cleaner; detached office; \$250 safe. Corn crib. \$8,000 in sixty days takes it. E. N. Bailey, Baileyville, Kan.

ELEVATORS FOR SALE.

FOUR ELEVATORS WITH coal, flour and live stock business for sale or trade; two in S. Dak. and two in Iowa; all good points and good houses. Address E. P. C. Box 4, Grain Dealers Journal, Chicago.

OWING TO POOR HEALTH will sell my elevator, feed mill and home in central Wis. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR for sale. 45,000 bu. capacity elevator; one of the best shipping points in No. Dak. on Soo Line. May trade for western No. Dak. land. Address T. H. K., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR IN NORTHERN KANSAS for sale. 10,000 bus. Town of 700 people; good grain territory. Also handle live stock. Price \$3000 including live stock business. Address Cuba Elevator Co., Cuba, Kans.

MODERN NO. INDIANA ELEVATOR on two railroads, in full working order, for sale. Has capacity of 22,000 bu.; 25 H. P. Olds gasoline engine and up-to-date equipment throughout. For full particulars address Vern, Box 12, Grain Dealers Journal, Chicago.

NORTH CENTRAL IOWA, a 16,000-bu. cribbed elevator stock and coal business for sale. All doing a good business. Consideration, \$4,500.00. A right good opportunity. Reason for selling, other business. Address Lyle, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE. G. N. Railroad. 30 M. capacity. One of the best grain points in Southern N. Dak. Must be sold within the next 30 days. Owner going west. If you are looking for a money maker, here is one. Address Dell, Box 4, Grain Dealers Journal, Chicago.

SIX GRAIN ELEVATORS for sale. All on line of Ill. Central Ry. Two in De Witt Co., one in McLean, two in La Salle, one in Champaign; also a line of 12 elevators with 240 M. bus. transfer elevator connected therewith. Address X. X. X. Box 4, Grain Dealers Journal, Chicago.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200 M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal.

ELEVATOR AND LUMBER YARD for sale. Located on the B. & O. S. W. R. R. Central Ill. Handle about 125 M. bus. of grain, 75 cars of hay, 40 cars of coal and 30 cars of lumber during the year. Capy. of elevator 25 M. bu. 25 H. P. gasoline engine, modern equipment. Price \$8,500.00 for elevator, lumber sheds and real estate, the lumber will invoice about \$7,000.00. This business has been a money-maker and will bear close investigation. Address E. H., Box 12, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR OF 20,000 CAP. in Northwestern Iowa with retail coal and mill feed business for sale. Good reason for selling. Address B. L. W., Box 4, Grain Dealers Journal, Chicago.

ELEVATOR AND COAL BUSINESS for sale in western Ohio on Big Four in good grain country. No competition. Price \$7,500. Address D. W., Box 4, Grain Dealers Journal, Chicago.

FOR SALE—ELEVATOR doing profitable business. Can show big profits and steady increase in business; reason for selling; will give full particulars on inquiry. Address W. S., Box 3, Grain Dealers Journal, Chicago.

ALL OR 1/2 INTEREST IN ELEVATOR to sell. Located in corn belt of Okla. \$2500 cash and balance \$2500 on payments will handle entire plant, or \$1500 cash and balance \$1000 on payments will handle 1/2 interest. Address Box 96, Verden, Okla.

NEW GRAIN ELEVATOR for sale. 20,000 bu. capacity, modern equipment. Good Iowa territory. Fine opening for general merchandise and lumber business to be operated in connection with grain. Address R. I. D. Box 3, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE. A 15000 studded elevator built only four years, in small town that handles 350,000 bu. annually. One competitor. This plant does nearly half the business. \$4000 and very reasonable terms. Address Jas. M. Maguire, Campus, Ill.

15000 BU. ELEVATOR AND COAL business for sale. Only elevator and coal business in town. Good grain country surrounding. Doing a good business; located on Big 4 R. R. 12 miles east of Bellefontaine, Ohio. Everything first class. Price \$6500. Address E. C. Brungard, Big Springs, Ohio.

ELEVATOR FOR SALE—You can buy a good elevator with two corn cribs in a large farming territory in S. Dak. on G. N. Road; only two elevators in town. Also do good business buying hogs and cattle. No competition. Poor health, retiring from business reason for selling. Address South, Box 1, Grain Dealers Journal, Chicago.

KANSAS ELEVATOR FOR SALE. 10,000 bu. capacity. Located on Mo. P. R. R. & U. P. transferred. Wheat and corn belt, handles 100,000 bu. annually. No competition. Only elevator, town population 500. About 85% of crop in farmers hands. 60 days grace sale. Answer quick, snap. Address M. P. T. Box 2, Grain Dealers Journal, Chicago.

ELEVATOR AND COAL BUSINESS for sale in Northeastern part of Kans. modern; 10,000 bus. capacity; handles about 100,000 bus. of grain annually; town of 1,500 inhabitants. Equipped with 21 h.p. Otto gas engine, sheller, cleaner, man-lift, Howe hopper scale and car puller. Also do a 2,000 ton coal business annually. Only one competitor. Price \$6,500. Easy terms; no trade will be considered. Write Fisher & Son, Frankfort, Kans.

ELEVATORS FOR SALE.

NORTHEASTERN KANSAS ELEVATOR on G. I. Ry. for sale. Capacity 10,000 bus.; handles 300,000 bus. of grain annually. In a town of 600; two elevators. About 60 per cent corn and wheat in farmers hands; practically new and up to date in every particular. Big bargain for quick sale. Good reason for selling; terms reasonable. J. H. Dougan, Topeka, Kans.

ELEVATOR OUTFIT, CORN MILL, retail coal and feed business for sale. handles from 55000 to 75000 bu. annually. Also do shipping business of corn chops and meal, located in Okla. Have Marseilles sheller, 25 H.P. kerosene or gasoline Fairbanks Morse engine and special corn cleaner. A money maker. Price \$4500. Address Okla., Box 4, Grain Dealers Journal, Chicago.

ELEVATOR IN WESTERN INDIANA for sale. Capacity 35,000 bus. Also coal shed, handles 150,000 bus. of grain annually; equipped with the most up-to-date machinery. House is in good condition, located on Wabash Ry. Good opportunity for handling side lines. 2 churches and one school in town. Will sell for part cash and balance on easy terms. Reason for selling, have other business. Only one elevator in town. Address Marsh, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

PROFIT MAKING ELEVATORS. I have several elevators on my list for sale, each one of which shows a profit for last year. If interested write for particulars. John A. Rice, Frankfort, Ind.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

IF YOU HAVE AN ELEVATOR or mill to sell, or if you have a farm to exchange for elevator or mill property, or if you are in the market for an elevator or mill business in the Southwest, write us: Oklahoma Elevator Brokers, Sapulpa, Okla.

WE HAVE ELEVATORS doing an increasing business every year. Prices range from \$2,000 up to \$15,000. Will sell or trade for good farm property on many of them. Some good opportunities to get in on the ground floor. Write for particulars. Oklahoma Elevator Brokers, Sapulpa, Okla.

WE DO AN ELEVATOR BROKERAGE business exclusively. You cannot do better than list your elevator with us if you wish to sell, and if you wish to buy, give us about location you wish to do business in and about what you wish to pay. Will send list. W. S. Hampsher, 5335 Prairie Ave., Chicago.

ELEVATORS FOR SALE. If you have \$1000 in cash to pay on elevator, write to me and I will locate you in a reasonably good place. If you can pay more, the better elevator you can buy. Have all kinds. Let me know your wants and how much you can invest. Address Jas. M. Maguire, Campus, Ill.

ELEVATORS WANTED.

WANTED TO BUY OR LEASE a transfer house and line of elevators. L. G. Vincent, Odell, Ill.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

ELEVATOR IN EASTERN INDIANA wanted in good corn and wheat territory. Address Rush, Box 2, Grain Dealers Journal, Chicago.

WOULD EXCHANGE an up to date grocery in the best oil town in Illinois for a grain elevator. Address Lock Box 477, Bridgeport, Ill.

ELEVATOR WANTED in good grain country handling 100 cars or more annually. Address N. B. T. 433 Woodlawn Ave., Chariton, Iowa.

TO EXCHANGE FOR ELEVATOR or small stock general mdse., good one half sec. land at right price. Address Lock Box No. 4, Wylie, Minn.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED. Western Ohio or Eastern Ind. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

WANTED TO RENT AN ELEVATOR which handles not less than 75,000 bu. annually. Prefer location in western Dakota or Montana. Address P. O. Christianson, Roseau, Minn.

50 M CAPACITY ELEVATOR and a small mill wanted in good grain territory where there are not too many dealers and elevators for the grain to be handled. Address Warren, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in good country where plenty of grain is raised; do not care whether it is much of an elevator or not, can make a good one out of it. Prefer Indiana or Illinois. Address E. W. Ball, Rushville, Ind.

WILL EXCHANGE MY EQUITY of \$4,500.00 in a well improved farm of 160 acres, 50 miles west of Minneapolis, for an up to date, well equipped elevator within 50 miles of Minneapolis and a good grain point. Address Box 794, Osage, Iowa.

ELEVATOR WANTED handling not less than 100,000 bu., with coal as a side line. Have no objection to lumber yard in connection. Give full description and price in first letter. Address Thomas, Box 3, Grain Dealers Journal, Chicago.

WANTED. I wish to buy an elevator. Give full description and particulars first letter. Business done, profits per year for three years, prospect for increase in business, reason for selling. Terms, prompt action if suitable and a bargain. Address P. A. V. Box 3, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

I WANT TO BUY a good business or farm from owner for cash. Give particulars and price. Address Box 5951, Cherry Valley, Ill.

WANTED—HEAD MILLER to take charge of 100 barrel mill. One who would take \$3,000 to \$5,000 stock in a first class mill and elevator. Hartley Mill & Elevator Co., Hartley, Texas.

GRAIN, LUMBER AND COAL business for sale. Western Iowa, main line C. & N. W. Competition good, plenty of business and a money maker. Address J. J. Box 4, Grain Dealers Journal, Chicago.

SEED, GRAIN, FEED AND COAL business for sale at Broadview, Mont. Well established. Also carry a line of agricultural implements which can go with sale or not as desired. Address W. X. Sudduth, Billings, Mont.

GRAIN AND COAL BUSINESS handling over 100,000 bus. grain and 1,200 tons of coal for sale. Central Iowa. Address G. & C., Box 4, Grain Dealers Journal, Chicago.

WANTED A MARRIED MAN to buy an interest in a grain elevator and retail lumber yard who is qualified to manage the same and conduct a successful business. Best of references required. Address N. H. Box 4, Grain Dealers Journal, Chicago.

AN EXPERIENCED SEEDS MAN wanted with \$5,000 to take an active interest in a well paying terminal shipping and retail seed and grain business in Oklahoma. Excellent opportunity. No one but an experienced seed man need apply. Address Seed House, Box 3, Grain Dealers Journal, Chicago.

WE HAVE FOR SALE good paying elevators, flour mills, hotels, etc. If you want to buy or sell give full description with price of what you have or want. Farms wanted in exchange for elevators, flour mills, etc. List your property with us. Address National Mill Exchange, 719 W. Ray St., New Philadelphia, Ohio.

AN ESTABLISHED FLOUR AND feed business with warehouse on railroad siding, located in the best small city, population 6,000, in New Mexico, for sale. Delightful climate on Eastern slope of Rocky Mountains; a prosperous and growing country. Annual sales, \$50,000 to \$60,000. Capital required \$6,000 to \$8,000. For particulars, address P. O. Box No. 342, Raton, New Mexico.

ELEVATOR STOCK FOR SALE.

WILL SELL STOCK in a line of 13 elevators that will pay 20% annually. Reason for selling stock that we may take on additional business that will add to success in connection with present business. Address H. C. D. Box 3, Grain Dealers Journal, Chicago.

AGENTS WANTED.

BIG PROFITS—Selling vulcan fountain and stylo Pens. Well advertised, easy to sell. Write for catalog showing liberal discounts. Ullrich & Co., 27 Thames St., Dept. 47, New York.

SITUATIONS WANTED.

GRAIN BUYER WANTS situation. Four years experience. Bond and reference. Married. Address Box 244, Volin, S. Dak.

POSITION IN ELEVATOR wanted by young married man with 4 years' experience. Can furnish references. Address Box 41, Stone Bluff, Ind.

EXPERIENCED GRAIN MAN who knows the territory want to solicit Illinois for expenses. Write for particulars to Austin, Box 2, Grain Dealers Journal, Chicago.

MANAGER AND BUYER for elevator in Nebr. wants position. Best reference. Now employed in elevator but wishes change. Address Neb. Box 4, Grain Dealers Journal, Chicago.

BOOKKEEPER OR ASSISTANT MANAGER wants position with good grain and milling firm. Have had ten years experience in the business. Address Ford, Box 4, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

AN ACTIVE GRAIN MAN with the necessary qualifications and credentials will consider a position as traveling auditor or crop expert. Prefer to stay west of Missouri. Address James, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED by man that is competent as manager of an elevator, who can get the grain if any is raised. Want to make change by March 1st. Ask for my references. Address C. M., Box 12, Grain Dealers Journal, Chicago.

MANAGER OF GRAIN ELEVATOR or solicitor for grain firm wants position. Would put up time and experience against capital in grain enterprise. 5 yrs. exp. A. 1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

WANTED POSITION as traveling buyer or any good position with first class firm. Good grader of all kinds of grain, especially barley. Eight years experience as buyer and manager. Age 32 & single. Best references. Wish change Apr. 1st. Address "Long," Box 2, Grain Dealers Journal, Chicago.

HELP WANTED.

GOOD ELEVATOR MAN WANTED. Must be good judge grain and thoroughly experienced with gasoline engines, especially the Olds, read and write English, sober and not afraid of work. Good salary to right man. Married man preferred. Address, giving references, Texas-Okla. Grain Co., Box 608, Vernon, Texas.

PARTNERS WANTED.

HALF INTEREST IN ELEVATOR for sale in good live town whose owner wants an active partner. Good elevator, and a good business. Price \$5000. Address Jas. M. Maguire, Campus, Ill.

MILLS WANTED.

MILL WANTED—Will exchange my Texas farm for a well equipped flouring mill property located for custom trade. Address W. E. S., Box 3 Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FEED MILL FOR SALE. J. H. Tremaine, West Union, Iowa.

ALFALFA MILL FOR SALE. Write The Land & Power Company, Arkansas City, Kansas, for particulars.

ALFALFA MILL FOR SALE in best alfalfa belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Davidson & Co., Glasco, Kans.

FLOUR MILL AND SAW MILL for sale. 10,000 feet daily capacity, in building 50x50x42 feet, besides engine and boiler room. 35 miles to the famous Jemez Hot Spring and Sulphur. Good schools, fine healthy climate. Good farming country and plenty of timber. Mills cost \$8,000; will sell for \$3,500, half cash. Address V. S. Miera, Cuba, N. Mex.

ENTIRE PLANT OF PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2,500 sacks corn chops. Plant is located in two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, L. Drawer "W," Little Rock, Ark.

GASOLINE ENGINES.

GASOLINE ENGINES for sale; 10 h. p. Temple Pump Co., Chicago.

ONE 2½ H. P. LAWSON GASOLINE ENGINE for sale. Practically new; will sell cheap. Address R. Porter, Cicero, Ind.

18 H.P. LEWIS GASOLINE ENGINE in first class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

FOR SALE—130 HP. GAS ENGINE; can be adjusted for gasoline at a small expense. Will sell at half price. Write S. Bash & Co., Ft. Wayne, Ind.

1 H.P. TO 50 H.P. GAS ENGINES 1 to 1,000 h.p. Quick shipment. Write us. We can save you money. Loveland & Monahan, 527 W. Jackson Blvd. Chicago.

ENGINE AND PULLEY for sale. One 4 h. p. Little Sampson gasoline engine used 3 weeks. One 32" iron Split pulley, 12" face, 2½" bore. Prices right. Hockman & Collier, No. Hampton, O.

FOR SALE BRUCE-MARION & ABBOTT 35 H.P. two-cylinder gas or gasoline engine, 300 R.P.M., equipped with self-starting. Can be seen running. Price, \$425.00. Cost \$1,500.00. J. Kral, 1153 W. 18th St., Chicago, Ill.

GASOLINE ENGINES.

'REBUILT ENGINES of all kinds and sizes; good as new. Tell us what you want. We have 1-10 h.p. Webster; 1-6 h.p. Stover, first class condition. Special bargain if taken at once. Write W. H. Carpenter Co., 409 S. Wash. St., Peoria, Ill.

TWO NATURAL GAS FAIRBANKS MORSE ENGINES for sale. One of 28 and the other of 44 h.p. These engines are in first class condition in every respect and from a recent test the 44 h.p. developed 53 h.p. and the 28 developed 28.27 h.p. Address Barker, Brown & Co., Huntington, Ind.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

1-3 H.P. Fairbanks Morse, speed 350.
1-3 H.P. McMullin 2-cyl., speed 350.
1-16 H.P. Otto, speed 160.
1-25 H.P. Fairbanks Morse (new).
1-50 H.P. Olds, speed 225.
Above were taken in trade by us for electric motors and are for sale cheap. We thoroughly overhaul and test them before shipment. Gregory Electric Co., 1611 Lincoln St., Chicago.

GASOLINE ENGINES FOR SALE.

3 H.P. Field, used one year...\$ 95.00
4 H.P. Field, used 60 days.... 105.00
6 H.P. Vertical latest improved Fairbanks, used 60 days.... 125.00
6 H.P. Foos Jr., used 30 days. 150.00
6 H.P. Foos, in good condition. 100.00
8 H.P. White & Middleton engine, good as new..... 200.00
8 H.P. Horizontal Fairbanks.. 100.00
10 H.P. Nichols & Shepard traction engine, perfect condition. 200.00
12 H.P. Otto Gas, good condition. 200.00
16 H.P. Vertical Marinette eng.. 200.00
25 H.P. Horizontal Foos, good condition 300.00
Allen P. Ely & Co., Omaha, Nebr.

SUPPLIES WANTED.

PROPOSALS FOR FUEL, FORAGE, straw and mineral oil. Chief Quartermaster's Office, Atlanta, Georgia, March 1, 1910. Sealed proposals, in triplicate, will be received here until 11:00 a. m. April 1, 1910, for furnishing wood, coal, corn, oats, bran, hay, straw and mineral oil during the fiscal year commencing July 1, 1910, at Atlanta, Ga.; Forts Barrancas, Pickens, McRee, Dade and De Soto, and Key West Barracks, Fla.; Fort Caswell, N. C.; Forts Fremont and Moultrie, S. C.; Forts McPherson, Oglethorpe and Screven, Ga.; Fort Morgan, Ala.; Jackson Barracks and Forts St. Philip and Jackson, La. Information furnished on application here or to quartermasters at stations named. G. G. Bailey, Major and Chief Quartermaster.

STEAM ENGINES—BOILERS

ONE ATLAS BOILER for sale. 36 inches in diameter; in good shape. For particulars write Rich & Blankenbaker, Sidney, Ill.

25 H.P. STEAM ATLAS ENGINE for sale. Boiler and engine in good condition; bargain if taken at once. Toberman Bros. Coffeen, Ill.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x13 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

LEADER INJECTORS and JET PUMPS. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

BAGS FOR SALE.

100,000 SECOND HAND SACKS. All kinds in first class condition. Write for prices. Dan. W. Feitel, New Orleans, La.



BINDER TWINE, 7½c lb.

Elevator men get our samples and catalog.
Theo. Burt & Sons, Melrose, O.

Don't Read at Random

Read This Course

THE GREEK VIEW OF LIFE, G. Lowes Dickinson, Cambridge. \$1.00
SOCIAL LIFE AT ROME, William Warde Fowler, Oxford. 2.00
THE HOMERIC STORIES, (Iliad Odyssey, translated, illustrated). 1.25
THE FRIENDLY STARS, Martha Evans Martin. 1.25
THE CHAUTAUQUAN Magazine (Monthly—illustrated. Membership included) Containing, "Woman in the Progress of Civilization" (George Willis Cooke), "A Reading Journey Through Egypt" (Prof. James Henry Breasted) "Historic Types of Architecture" (Prof. Lewis Frederik Pilcher), and much additional material for voluntary reading. 2.00
Total. \$7.50
All four books and the Magazine to one address. \$5.00
"Easy for Anybody, Worth While for Everybody."
If in doubt, send stamp for handbook of testimonials.
Address, Chautauqua Institution, Chautauqua, N. Y.
Get the Chautauqua Idea

GRAIN FOR SALE.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

CORN FOR FEEDERS. Can ship high grade yellow ear corn on short notice. Price low. The Adams Seed Co., Decorah, Iowa.

RECLEANED KAFFIR CORN. Lots of it, either sacked or in bulk. Also large quantity choice No. 1 baled prairie hay. Ask for prices. Raymond & Son, Douglas, Kans.

GRAIN WANTED.

QUOTE ME on all kinds of grain and feed. Isaie Laplante, Fall River, Mass.

CORN AND OATS in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

WANTED your account for the sale of CORN, OATS and FEED STUFFS on the Memphis market on brokerage. EVERY grain shipper should have our RAILROAD CLAIM BOOK. It collects claims on transportation companies quickly. Claim agents are pleased to receive claims made in such condensed form, which admits of quick adjustment. It is inexpensive and worth its weight in GOLD to claimants. Correspondence solicited. W. J. Booker & Co., Memphis, Tenn.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

MEAL FOR SALE.

OWL BRAND COTTON SEED MEAL, 41% protein, for sale. Carload or smaller lots to suit the buyer. E. K. Sowash, Middletown, Ind.

HAY FOR SALE.

ALFALFA HAY AND SEED for sale. Write Nebraska-Colorado Co., Kearney, Nebr.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

BUCKWHEAT FOR SALE.

MILLING BUCKWHEAT and white corn for sale. Straight or split cars. Geo. W. Ferver, Knox, Ind.

BUCKWHEAT GRAIN.
Buckwheat Flour.
Buckwheat Groats.

For Sale by
Miner-Hillard Milling Co.,
Wilkes-Barre, Pa.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange
MILLS AND ELEVATORS

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

THE CRUMBAUGH-KUEHN CO.

TOLEDO, O., 24 Produce Exchange

Buy or Sell Clover, Alsike and Timothy Seed

SEND samples if you wish to SELL. ASK for samples if you wish to BUY. ALSO deal in GRAIN and PROVISIONS, SPOT or FUTURES. WE handle consignments of GRAIN and SEED, and supply mills with CHOICE MILLING WHEAT.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

SEEDS

CLOVER, ALSYKE and TIMOTHY

When wanting SEEDS write us.
Medium Clover free from Buck.

TIMOTHY—We are always in the market for timothy. Car or local lots. Mail us samples of next car you have to offer and quote delivered basis; or we will make offer.

O. GANDY & CO. South Whitley, Ind.

SEEDS FOR SALE.

FOR SALE—MILLET SEED a specialty. Also deal in all kinds of grain and seeds. D. H. Clark, Galt, Mo.

CLOVER SEED. Car lots or less from \$7.00 up. Write for samples. C. C. Norton's Sons, Greenfield, Ohio.

SEED CORN. We have the finest quality of corn grown in this country on crop of 1909. Write for prices. The Ridgway Elevator Co., Ridgway, Ill.

CHOICE LITTLE RED CLOVER seed for sale. Free from buckthorn. Write for samples. The Pierce Grain & Hay Co., Van Wert, Ohio.

SPECIAL GROWN MICHIGAN SEED OATS for sale. Write for prices and samples. The Metamora Mtr. Co., Metamora, Ohio.

DIRECT FROM FIRST HANDS mammoth, medium red and alsike. Write us for samples and prices. Moser, Frisinger & Sons, Rockford, Ohio.

PURE BRED SEED OATS—I have for sale this year some fine extra heavy pure bred Swedish select oats and national oats. Write for samples and delivered prices on 100 bu. or more. L. C. BROWN, La Grange, Ill.

RILEY'S FIRE DRIED PEDIGREED SEED CORN of the following varieties for sale: Riley's favorite yellow dent—Boone County white and improved leaming yellow dent. Send for catalog and prices. Jas. Riley & Son, Throntown, Ind.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla City, Okla.

MINNESOTA SEED barley and grass seeds. We have the finest seed barley in the Northwest raised on the Bluffs of the Upper Mississippi. Also clover, alsike and timothy raised on the Highlands. Write for samples and prices. R. E. Jones Co., Wabasha, Minn.

HIGH YIELDING SEED CORN. I have a very choice selection of seed corn. Tested and shipped on approval. Have both early and medium season varieties. Write for price on 100 bu. lots delivered your station. L. C. Brown, La Grange, Cook Co., Ills. Corn and Oats Specialist.

SEEDS

We offer carlots or less of the following:

Timothy, Clover, Alsike, Mixed Timothy and Alsike, Japanese Millet, German Millet, Primost Wilt Proof Seed Flax, Seed Oats, Seed Barley, Seed Corn. Also Dwarf Essex Rape, Bluegrass, Red Top, Buckwheat, etc., etc. Everything in the seed line. Write for prices, stating quantities wanted.

THE ADAMS SEED COMPANY
Box 9 DECORAH, IOWA

SEEDS FOR SALE.

ALSIKE MEDIUM OR MAMMOTH for sale. For samples and prices write Walter G. Trumpler, Tiffin, Ohio.

IF YOU ARE IN THE MARKET for timothy or clover seed write us for samples and prices. Noble Bros., Foosland, Ill.

NORTHERN GROWN TIMOTHY SEED, seed grain and Red River early Ohio potatoes. N. J. Olsen Co., Moorehead, Minn.

MONTANA CHEVALIER barley for seed for sale. Send for samples and price, delivered your station. Car lots only. Turtle & Co., Duluth, Minn.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jaspar, Newsom & Co., New Madrid, Mo.

SWEDISH SELECT OATS. Pure variety, raised in the best oat growing section in Michigan. Seventy-five cents per bushel in ten-bushel lots, bags included. Sandusky Grain Co., Sandusky, Mich.

SENSATION SEED OATS—Record 123 bus. per acre. Will weigh 40 lbs. per bu. State amount wanted and get our catalog and prices. Theo. Burt & Sons, Melrose, Ohio.

SEED CORN. Write us for wholesale prices on any variety field corn—carefully graded shelled corn or on ear. Write for samples. Miami Valley Seed Co., New Carlisle, Ohio.

SEEDS FOR SALE.

ALSIKE CLOVER SEED for sale. Write for samples and prices. C. O. Barnhouse, Agosta, Ohio.

MEDIUM AND MAMMOTH CLOVER SEED for sale. Free from buckthorn. Nathan & Levy, Ft. Wayne, Ind.

SEEDS FOR SALE — Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Write for prices. Illinois Seed Company, Chicago, Ill.

GOOD PRIME CLOVER SEED for sale. Little red. Ask for samples and prices. The Buckland Mfg. Co., Buckland, Ohio.

BIG ENGLISH CLOVER SEED for sale. Free of all foreign seeds. Ask for samples and prices. Fred Schlientz & Sons, Eldorado, Ohio.

WE HAVE MEDIUM, MAMMOTH and alsike clover seed and kaffir corn for sale. Write us. Kinsey Bros., North Manchester, Ind.

SEED CORN FOR SALE. The world's best Johnson Co., White Dent Johnson Co. yellow dent and Reids yellow dent. Pure and true to name. Address B. F. Cole, Trafalgar, Johnson Co., Ind.

WE HAVE 7,000 bus. choice clean dry new crop black amber cane seed for sale. This seed is nearly pure and all will grow. Bid us on any part of above amount or ask for price, bulk or sacked. Fairchild Bros. Sorghum Syrup Mfg. Endicott, Nebr.

WE BUY PURE SOFT WINTER WHEAT

CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

Also Seed Grain

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

CANADIAN BANNER OATS

This variety was seeded in the Dakotas, Minnesota, Iowa and Illinois with wonderfully satisfactory results.

In Canada They Yielded

100 to 125 Bushels Per Acre

They are an early variety.

Write us for particulars.

We distribute in car lots only.

Randall, Gee and Mitchell Co.

MINNEAPOLIS MINN.

SEEDS WANTED.

CLOVER SEED WANTED. Medium and mammoth. Send samples. De Wall Bros., Proctor, Ill.

CLOVER, MILLET, CANE and other field seeds wanted. Car lots or less. Send samples. Griswold Seed Company, Lincoln, Nebr.

SEEDS WANTED—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

WE WANT LOW GRADE CLOVER SEED Bad buckhorn clover seed and clover seed tallings. Ask us about it. J. M. King & Son, North Vernon, Ind.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

SEEDS WANTED—We are buyers of low grade clover seed and tallings. Send average samples and lowest prices or we will make prompt bid. Kerr Bros., Bellefontaine, O.

SEEDS WANTED. German, Siberian and Hungarian millet, either straight or mixed cars. Send samples. Are also in the market for southern white and read cob corn. Jameson, Hevener & Griggs, St. Paul, Minn.

SEEDS WANTED.

FIRST CLASS EUROPEAN SEED HOUSE wishes offers of alsike, red clover and timothy seed from such dealers who have no agents in Europe. I also want sample offer on squash seed for medical purposes. Apply to I. L. Radwaner, 229 Broadway, N. Y.

WANTED TO BUY AND SELL seeds, grain, hay of every kind and description. Keep us on your mailing list, either for buying or selling. Smith Bros. Grain Co., Fort Worth, Texas.

WE ARE IN THE MARKET FOR car lot or less of the following commodities: High grade medium red clover, Kehrsen oats, Swedish selected oats, early champion oats, Oderbrocker barley. Send samples and lowest price, track or delivered. The Adams Seed Co, Decorah, Iowa.

SEEDS WANTED—Milo Maize, kafir corn, Brazilian flour corn, Jerusalem corn, Branching Dhoura corn.

Barley-bearded, beardless and white hullness.

Indian Squaw corn, Ensilage corn—red and white.

Millet, Pearl, Japanese, German, Flax, Primost No. 25.

Sugar canes, rye, spring and winter.

Seed wheat-standard varieties, spring and winter. Send samples. Quote best prices F. O. B. Rockford, mixed or straight car lots. H. W. Buckbee, Rockford, Ill.

SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.

"ARAB" HORSE FEED

A PERFECT BALANCED RATION

M. C. PETERS MILL CO.

Alfalfa Queen Mills. OMAHA, NEB.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

WE BUY FURS AND HIDES

of all kinds and pay top prices
and make quick cash returns.
TRAPPERS GUIDE sent free to all
who ship and mention this ad.
McMILLAN FUR & WOOL CO.
Minneapolis, Minnesota.
WRITE FOR CIRCULARS.

SEED CORN

We are the exclusive agents for H. H. Goddard's "SILVER KING White Dent," grown, selected and tested by Mr. Goddard, who originated this wonderful variety. Endorsed by state authorities everywhere. Try our hardy Northern grown seed corn.
CLOVERS, TIMOTHY, ALSYKE, MIXED TIMOTHY AND ALSYKE GARDEN SEEDS, etc. Catalog free.
THE ADAMS SEED CO. Box 9, Decorah, Iowa

Grain Shipping Ledger FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Dratt; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Illinois

KAFFIR CORN

No. 1 Fancy SAMPLES MAILED
ON REQUEST

Guaranteed to Arrive Cool

Car Lots a Specialty

J. Bolgiano & Son

Seed Growers and Importers

BALTIMORE, MD.

Founded in 1818—92 Years.

Grain Separation Without Power



THIS MACHINE WILL

SAVE Time of attendance—the needle screens are self-cleaning.

RAISE the grade of wheat to milling standard by removing oats, chaff and other seeds smaller in diameter than natural grains.

SAVE its cost because no power is necessary.

IT IS CALLED

The Invincible Needle Screen Gravity Grain Separator

ITS OPERATION

The grain is fed to the separator at the top, passing down from screen to screen, and is discharged separated at the bottom. A thorough separation is made because of the position of the kernels to each other is constantly changing, thus bringing the smaller particles in contact with the spaces between the wires, through which they drop. The separation is positive, particles larger than the spaces in the screens passing over, and those smaller passing through. The screenings can be taken out at several points in the separator, thus allowing the operator more or less thorough separation, as he may desire.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by J. H. PANK, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667. F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind. N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

WE MANUFACTURE

Fan Discharge Corn Shellers

Regular Corn Shellers

Oscillating Corn and Grain Cleaners

"Wheat Cleaners"

Revolving Screen Corn Cleaners

Combined Sheller and Cleaner

Safety Man-lifts

Take-up Boxes

Overhead Wagon Dumps

Hopper Bottoms

Drop Dumps

Cast Iron Turnheads

Chain Drag Feeders

Steel Swivel Spouts

Transmission Ropes

Elevator Cups and Belting

Wood Pulleys

Friction and Jaw Clutches

Cast Iron Pulleys

Conveyors and Conveyor Drives

Elevator Heads

Elevator Boots and Legging

Indicator Wheels and Stands

Sprocket Wheels and Link Belting

Complete Line of

Flexible Steel Loading Spouts

Sheave Wheels

POWER TRANSMISSION

Tension Carriages

THE PHILIP SMITH MFG. CO.

SIDNEY, OHIO, U. S. A.

GRAIN DEALERS' JOURNAL

Published on the
10th and 25th of Each Month
by the
Grain Dealers Company
255 La Salle Street, Chicago, Ill.
CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada and Mexico one year \$1.50; two years \$2.50.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS' JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 25, 1910.

THE FREE admission of Canadian farm products is solving the high cost of living in Mexico, but our Congress gives no promise of such a solution for the United States.

EXHAUST PIPES cannot safely be enclosed by wood, as they will surely become overheated and occasionally cause a fire, just as was done at Pearl City, Ill., recently and has been done many times before under similar conditions.

INSPECTION departments which, through error in grading grain, cause serious loss to a shipper should recompense the shipper fully for his loss and be glad of the opportunity to prove to the shippers that it is disposed to deal fairly with their interests.

OVERBIDDING for corn by experienced dealers at this season of the year seems absolutely ridiculous, yet complaints have reached us recently of this very practice being indulged in. The grain is in condition that the opening of the spring season is likely to cause such rapid deterioration that holders will, in their eagerness to sell, bear the market materially regardless of their immediate loss. The corn shipper who plays safe to-day will bid under, rather than over, what the market justifies.

AT LAST a railroad company has actually paid a fine of \$1,000 for discrimination against a short-line haul. While the B. & O. S. W. R. R. has paid it others have escaped and an amendment to the law is now pending, so that discriminations of this character may eventually be checked.

MANY shippers in the Northwest complain of being compelled to close their elevators because of the railroad companies' inability to furnish cars. If instead of closing their elevators they would get after the traffic managers and the railroad commissions, the railroads might soon be performing the services for which they were built.

IOWA shippers have had more cause to complain of the delay of their corn in transit during the last three months than is their share, and naturally they are becoming somewhat impatient over the long delay of the railroads in clearing up their yards and moving grain to market. The more vigorously they protest the sooner will the railroads get busy.

THE CORPORATION TAX LAW continues to meet with opposition from all sides but there seems to be little prospect of any changes being made; hence, reports filed by any corporation are open to the inspection of anybody, everybody without let or hindrance, while the individual is required to make no such report and works under no restriction, no tax.

ROCKY MOUNTAIN states are fast providing modern facilities for handling bulk grain, which indicates that irrigation is causing valleys to blossom far beyond the dreams of the most enthusiastic pioneer. Nearly every number of the Journal for over a year has recorded the building of many new plants in this section of the country and winter has not checked the planning for other improvements.

THE ADMINISTRATION BILL, providing for amendments to the Interstate Commerce Law, is said to be so overburdened with supposedly friendly amendments as to insure its nullification by the supreme court at first opportunity. Simply another trick of the friends of the railroad companies who are well satisfied with a law which requires carriers to correct errors in rates against themselves but makes no provision whatever for errors against shippers. The present law is full of unfairness and unreasonable-ness and it would seem utterly impossible for any sane congressman to oppose the proposed amendments with the expectation of ever being returned to Congress by shippers. Shippers who have any influence with the man supposed to be representing them in Congress should write and wire rather than continue to permit their business to be placed at the mercy of greedy carriers, armed with defective laws.

FOUNDATIONS for grain tanks are generally more important than any other part of the structure, and it is not otherwise with any grain store house. Tanks built some time ago at Alton, Ill., and filled with 100,000 bus. of wheat have settled 15 inches, with the result that the machinery must now be overhauled in order that the grain may be removed.

THE \$2 diversion charge which Atlantic coast receivers have so vigorously opposed for months past is not a dead issue. In fact, the sufferers are determined to give the railroads no rest until the charge is abolished. Another conference is being held this day in Philadelphia with more encouraging prospects for relief from the charge than the receivers have had heretofore.

SHIPPERS who attempt to under-bill or wrongly bill freight in hope of getting their grain to destination at less than the legal rate of freight should bear in mind that the Interstate Commerce Law provides a fine of \$5,000 for any one guilty of such wrong billing. Few shippers can afford to take such chances and surely would not want to take the second chance after they had paid one fine.

OFFICIAL car tags are now being supplied by the Kansas Grain Dealers Ass'n to members, and those who have scales will mark total weight of grain placed in each car on placard tacked to grain door. Greater care on part of shippers in cooping and loading cars will naturally result in greater care at unloading point and insure shipper's receiving prompt notification of any defects detected in car upon its arrival at destination.

SEVERAL fire losses of grain elevator property have been reported in our news columns during the present winter, whose causes were traceable direct to an overheated stove in a deserted office. The man who is so careless of his own interest deserves to pay the penalty, but it is unfair that he should ask others through his insurance company to help make good the loss which he could have readily prevented.

FREE STORAGE and advancing money free of interest to farmers are burdensome practices which dealers of old and closely settled sections have about eliminated from their business, but it is a surprise that the abuse should have gained so strong a hold in a new state like South Dakota. The elevator men of that state will not find the practices any more profitable than was proven elsewhere. Always burdensome to the elevator man, we doubt if they have ever been entirely satisfactory to the farmer. Farmers who desire to borrow money should be sent to the banker, who makes money-lending his business. A grain dealer should stick to his own business of buying and shipping grain for a profit.

UNIFORM grading of grain, as well as uniform phraseology of rules governing the grading, is much desired by everyone in the grain trade who wishes to deal fairly with others, and we feel certain that altho the contest for uniformity has met with small support in some sections and opposition in others, ultimately it must be accepted by all inspection authorities.

THE federal inspectors working under the Food and Drug Act are finding so much fault with the work of state grain inspectors we are prompted to wonder where this contention would end should the government attempt to engage in the grading of grain on its own account. A continual confliction of authority and opinion would surely result and the trade would be even worse off than it is to-day.

CONCRETE is being used more and more extensively in the construction of grain elevator foundations, basements, power houses and tanks, and where properly mixed and protected it is giving entire satisfaction, but the way some of the foundations and basement floors are cracking and crumbling would bring grief even to concrete statues. Good concrete is a most excellent substance, but if it is to be of real value to the elevator man he must see to it that good cement is used and that it is properly mixed.

GRAIN LADEN cars would leak less frequently in transit if they were reported to the entire grain trade thru the Journal's free column of leaks, each time they leak grain. Occasionally an interested party tells of how he was able to collect for leakage reported in the Journal, but the few reports received show that shippers are slow to avail themselves of this means of forcing old cars out of the grain trade. Write us regarding the cars you see leaking grain and thereby encourage railroads to provide better cars.

THE NEWS columns of this number, as in nearly every number of the Journal, disclose the loss and damage of elevators as the result of sparks emitted from passing locomotives. Two suits for losses and damages are also told of in this number. The most certain relief to the railroad companies and the elevator men from this cause of frequent friction would be an effective spark arrester; one which could be depended upon to prevent sparks being showered over all buildings within 50 yards of the rails. True, the elevator man can cover his elevator with iron and steel and protect his windows with heavy wire screen, but even then a hot spark will find an inviting lodging place, with the result the elevator is enveloped in flames before the fire is discovered. If the railroads would spend in arresting sparks 1 per cent of the sum which they now spend in striving to arrest the drain on their treasury for losses caused they would be relieved of one cause of constant litigation.

THE TERMINAL elevator men of Fort William and Port Arthur have been amazed recently by the nerve of the lake shipping interests who have actually tried to put a stop to weighing grain under government supervision as it is loaded into the boats from the elevators, it being their desire to settle on the basis of the government out weights at destination. If the lake vessel men keep on they will refuse to give a receipt for grain intrusted to their care for transportation.

THE MANITOBA government, thru its frequent conferences with the officials of the Grain Growers Ass'n, shows that it is in earnest in its promise to curse the province with government ownership of interior elevators. Such paternalism can benefit none save the politicians and the time when dissatisfaction will drive most of the grain to market by other channels cannot be far distant. The proper province of government is to govern, to regulate. Wherever it has attempted to serve and replace private corporations in any capacity, it invariably has increased the cost of the service 10 fold and reduced the quality of the service in like proportion.

WINTER WHEAT has not yet had a chance to prove its vitality, but there seems to be no doubt that the greatly increased acreage will more than offset the claimed damage. The statements being circulated by the crop killers are so widely at variance one hesitates to give much credit to the damage reports. The entire wheat belt has ample moisture to sustain the crop until the middle of April, so that everything is favorable to the winter wheat crop doing well, and until the wheat plant itself reports on its physical condition little will be known. Many old time dealers assert with every confidence that the plant went into winter in such splendid condition a few days of sunshine will result in its holding high bright green leaves.

CORN SHIPPERS expect to encounter more trouble than usual during the next three months and naturally are discounting damp corn generously in an attempt to protect themselves against certain losses. The railroad congestion may be expected to continue for months to come so that prompt handling of corn, even tho it is burning up, is with most roads an impossibility. Continued cold weather has been the sole salvation of many corn shippers whose grain has long been delayed in transit during the last three months, but the weather man can no longer be depended upon to keep grain in condition even tho shut up in a tight box car for five to ten weeks. The only way to realize a profit on damp corn during the spring season will be to buy it right and deliver it to a nearby market with emphatic instructions to the railroad company to rush it through.

AMONG the most encouraging signs of modern agriculture is the fact that actual farmers are active bidders for all prize winners at grain shows. If farmers think enough of good seed to pay a high premium for it, they can be depended upon to make a conscientious effort to obtain the highest results possible from the seed, which is recognized only as the first step in scientific farming. The more grain dealers can interest their farmer patrons in the production of improved grain the more will they help the farmer and themselves.

FEDERAL inspection is again receiving attention and serious consideration from congressional committees, not because those interested in the grain trade desire the grain inspection authority taken so far away that it could never be changed or improved, but because North Dakota's senior senator continues to nurse a special grudge against Minnesota, and federal politicians hungry for more offices encourage him in the agitation. Federal inspection would work no improvement over the work of the existing departments and inasmuch as it could not displace them it would simply confuse the trade with a multiplicity of graders and rules; all a tax on the trade and none of any real service.

THE EAST ST. LOUIS grain inspection department does not seem to be grading grain very satisfactorily. Buyers depend upon the official certificates to insure their receiving the grade of grain purchased. One Little Rock buyer, who has protested most vigorously against the dirt and refuse shipped him for No. 2 white oats, could get no satisfaction from the seller except that "we furnished you official certificates and that ended our responsibility." The seller is right. Grain sold on a specific inspection should relieve the seller where a certificate is furnished, as the seller often ships grain he has not seen. The burden of grading right is on the inspectors; they are paid to grade grain and unless they can do it right their service should be quickly dispensed with. A few suits for damages by those who suffer from the results of inefficient grading would force the state inspection departments to be more careful in employing inspectors, to make sure of selecting politicians who can tell wheat and barley from oats. Some No. 3 oats from the same market was recently condemned at Texarkana, account misrepresentation. The great trouble with the average politician is that he does not feel that he obtained his position as a result of efficiency in classifying grain; hence he does not believe that the careful exercise of close discrimination is necessary to his retaining the position. The trade has suffered so much at the hands of the politicians in this matter of grading that something must soon be done to improve the service.

A BILL OF LADING which shall have legal recognition of Congress is likely to be forced upon the shipping public ere many months unless parties at interest find so much fault with the form proposed as to kill the pending bill. Heretofore the American Bankers' Ass'n, which is interested, first, in having a bill upon which money can safely be loaned or advanced, is now foremost in the agitation for this new legislation. The shippers' ass'ns have not had much voice in the matter; consequently, they may expect to have their business encumbered with unnecessary and unreasonable restrictions. After the form has been incorporated in a law by Congress it will be next to impossible to get it changed even tho it does prove a perpetual handicap to the grain business.

RAILROADS must route freight by the cheapest way to shippers if the recent decision of the Illinois Railroad and Warehouse Commission against the C. & N. W. Ry. is enforced at home and adopted by other states. The Northwestern routed a carload of freight in a way which took a rate of \$1.40 per ton when a cheaper route would have taken it to the same destination for 95c. The commission held that it was the duty of the railroad to route freight over tracks where the combined rates were the least to shippers. Heretofore the railroads have considered it their duty to route freight over rails which brot them the largest percentage of the earnings, regardless of any interest the shippers might have in the rates, and, sad to relate, the shippers have actually stood for this gouging.

ANTI-OPTION BILLS are now being considered by congressional committees, and as usual those who know nothing of the value of option trading in the marketing of farm produce are the only ones in favor of the proposed legislation. The Commissioner of Corporations, part of whose memorandum to the President is published elsewhere in this number, has analyzed quite carefully the uses and abuses of future trading. Most people seem to overlook the fact that speculation enters largely into every calling. The conditions surrounding the world's supply and demand of foodstuffs each year vary so widely that unless the world did have great central exchanges to equalize prices thruout the crop year the fluctuations in every section would be so rapid and sweeping as to bring dire disaster to many producers, consumers and middlemen where now only one is injured in the shifting of the speculative element from one to the other of the pit traders. The remedies for existing abuses can most wisely be provided by the governing boards of the exchanges. Men who have made a life time study of conditions surrounding trade on the exchanges only are competent to legislate without danger to the world's method of marketing breadstuffs.

SHIPPERS who suffer shortages will be interested in knowing that according to the annual report of Chief Weighmaster Goodwin of the Kansas City Board of Trade 1808 of the 50,703 cars of grain received in that market last year were leaking at the grain door; 14,896 were leaking at the drawbar, doorposts, sides and ends, while 8,926 were without seal protection. Shortages have not been entirely eliminated from the grain trade but shippers can rest assured that few terminal elevator men in any market having a well organized weighing department now receive any grain for which they do not pay. More shortages occur in transit than at unloading point. Careful surveillance of grain laden cars at junction points and in terminal yards will, no doubt, disclose opportunities for materially reducing the shortages.

WHAT SHALL the discount be? has always been a much mooted question between track seller and track buyer. Changing market conditions naturally result in a varying discount. The difficulty can generally be reduced by sellers insisting upon buyers accepting off-grades at a stipulated discount or else turning shipment over to a friendly commission merchant for sale, account of shipper. It is not reasonable to expect that buyer and seller under these conditions should often agree as to what the discount should be. The smaller markets can readily meet this problem by offering the off-grades in the open market to the highest bidder, but in the large markets it is next to impossible to give special treatment to each car of off-grade grain. No doubt if the off-grade shipments were consigned to a commission merchant they would frequently bring a higher price, but when all markets have a superabundance of off-grade corn and the germinating season is close at hand few buyers are overly willing to load up with the stuff; it is too dangerous. Selling on track may have some advantages, but if they are to be considered the disadvantages must not be overlooked.

TEST YOUR SEED CORN.

The commercial clubs of Des Moines and Omaha, as well as the agricultural experiment stations of Iowa and Minnesota, are making a vigorous effort to advise corn growers of the unusual need of carefully testing seed corn this year. Tests so far conducted by experts give very discouraging results, and it seems certain that farmers who do not test their seed will very likely be put to the necessity of replanting their corn and losing much valuable time and labor.

It is a very easy matter to determine whether or not corn intended for planting will germinate. Many grain dealers conduct such experiments in their offices each spring to their own great advantage and the profit of their farmer patrons.

Iowa's corn crop does not seem to have matured. That part which has been gathered was gathered under most discouraging conditions and none of it is keeping well. Homemade testers can be constructed at small expense and kernels which will not grow under favorable conditions of uniform temperature and moisture cannot be expected to grow under varying conditions of the field.

Dealers who desire to have corn to ship next fall owe it to themselves and their farmer patrons not only to post signs warning farmers to test their seed corn, but to talk it at every opportunity, and to induce the farmers to study this problem as they have never done before.

Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. & O. 9933 passed thru Swayne, Kan., Feb. 27, east bound, leaking wheat at corner of car, a board was loose, drove 8 nails into it, but corner was bad underneath; car was in wreck some time ago.—A. F. Sandow, mgr. Sandow & Son, Dillon, Kan.

Big Four 3893 passed thru Hinton, Ia., Feb. 23, leaking corn at side door badly.—W. H. Glover, agt. Thorpe Eltr. Co.

S. P. 32251 passed thru Howe, Tex., Feb. 21, south bound, leaking wheat at one end and on side.—Howe Grn. & Merc. Co., J. A. Hughes, mgr.

C. & M. & St. P. 32014 stood on side track at Eden, Ill., 6 days loaded with corn, doors open; could not tell whether it had been broken into or agt. had forgotten to seal.—C. F. Holt.

I. C. 42818 passed thru Primghar, Ia., Feb. 12 leaking corn badly at grain door.—J. H. Knox, mgr. Thos. Patton.

Mo. Pac. 15049, east bound, passed thru Oakville, Ia., Feb. 8 leaking mixed corn at sheathing; opening had been stuffed with waste.—Farmers Grn. Co., W. A. Pegram, mgr.

C. & N. W. 85240, loaded with white corn, set out at Pana, Ill., Feb. 2, leaking at king bolt; think it will be repaired in Pana yards.—James F. Umpleby, Pana, Ill.

C. & O. 21672 passed thru Westport, Ind., Feb. 1 leaking wheat at drawbar; train did not stop.—F. S. Tyner, Tyner Grn. Co.

Commission Scores Tardy Refunds.

Delays by railroads in the refunding of obvious overcharges recently brot forth severe criticism from the Interstate Commerce Commission. In the specific case considered the railroad company charged fourth instead of fifth class rate on a shipment and altho the company knew that it had charged the wrong rate it ignored the shipper's claim for refund, compelling him to refer it to the commission.

The commission took the matter up informally with the railroad company, but still the latter refused to make the refund. It was not until a formal complaint had been filed that the carrier remitted the shipper for the amount of the overcharge. The Interstate Commerce Commission said:

"Without wishing to be understood as expressing the view that this loose practice with respect to overcharge claims is characteristic of all interstate carriers, it is nevertheless so common as to justify some attention by the Commission. The shipper is entitled to repayment from the carrier that has collected the freight charges as soon as it appears that an overcharge has in fact been made. When the refund has been made it is then that carrier's duty to see which of the carriers that participated in the movement is responsible and charge it accordingly. When the overcharge has been discovered it should immediately be repaid by the carrier that collected the charges, and this should be done whether a demand has been presented by the shipper or not.

"We well understand that the adjustment of claims is a matter that requires time and that they cannot safely be paid until after the facts have been fully investigated. But in our judgment the claims offices of carriers should be so organized as to enable them to dispose of all overcharge claims within 30 days, except those of unusual or special character, and such claims ought to be disposed of within 60 days at the utmost."

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

USE OF HEAT TO KILL WEEVIL.

Grain Dealers Journal: What degree of heat is required to kill the bean weevil? To what degree of heat can the beans be brot without injury?—B. & S.

FORM WANTED FOR SEED OATS CONTRACT.

Grain Dealers Journal: We would like to learn of a form of seed oats contract to be used in loaning seed oats to farmers to bind them to deliver their oats crop to us, or if they sell their oats crop elsewhere to pay us for our seed oats.—W. A. Nisonger, mgr. Quincy Grain Co., Quincy, O.

GOVERNMENT STAMPED MEASURES.

Grain Dealers Journal: Kindly let us know where we can buy a half-bushel measure with the government stamp, or where we can send a measure to have the stamp affixed.—Stafford & Murray, Oxford, O.

Ans.: Government stamps are affixed by the Bureau of Standards, Department of Commerce and Labor, Washington, D. C.

WHY THE CAR SHORTAGE?

Grain Dealers Journal: I should like to know thru the columns of the Journal what causes the present car shortage and why the railroad companies do not move the stuff faster than they do.

Elevators at present are filled. Is one house entitled to the same number of cars as another, regardless of the size of the house making the request? Must the railroads make equitable distribution of cars when conditions are such as exist at this time?—W. H. Borman, agt. Sharnard Eltr. Co., Freeman, S. D.

Ans.: The volume of traffic handled by the railroads, as well as their gross receipts, net receipts and dividends, have vastly increased in recent years, but their facilities have not been enlarged correspondingly.

The net income per mile of road of the railroads in the United States for 1907 exceeded that of 1897 by \$1,534,000, an increase of 345 per cent. The net income from operation of all the roads was \$449,461,000, against \$81,257,000 for 1897, an increase of 453 per cent. The increase in the number of tons of freight handled was 142 per cent. Against this big increase in business and profits the railway companies have provided only 35 per cent more track than was in use in 1897, including main line sidings, yard tracks and parallel tracks.

For several years past the vast sums of money that should have been expended for motive power, cars and new tracks have been diverted to the payment of dividends on watered stock. The capital of the Chicago & Alton road, for example, was expanded from \$33,000,000 to \$114,000,000 by the investment of only \$18,000,000 real cash.

STEADY POWER FROM INTERURBAN LINE.

Grain Dealers Journal: Answering inquiry of interurban shipper with reference to the running of his motor during the passage of interurban cars. Your trouble is a decreased voltage, the current being consumed by the interurban car before it reaches your motor. Your power decreases in proportion to your voltage. As an illustration, if you are running a twenty horse power motor with 500 volts, if your voltage should decrease to 400 you would be getting only about twelve horse power. There is no question but what this is the trouble, and it is a much more serious question as to how to remedy it.

This decreased voltage may be caused by several things. First, weakness of the main power plant, and thereby not being able to furnish sufficient amount of current for its total load. Second, it might be caused by too small copper line; that is, the trolley wire used not sufficiently large to carry the maximum load. Third, it might be caused to some extent by improper "bonding" on the track. Fourth, you are, perhaps, a considerable way from the power station, which makes a big difference.

We are operating two plants of this kind, one is located about three thousand feet from one of the sub-stations of the road and we have no trouble whatever with this plant. The other is operated about six miles from the sub-stations and we have trouble the same as you describe, except to a less extent.

Your best remedy would be first to see that your wire connection with the interurban line is sufficiently large to carry a load even on a decreased voltage of 33½ per cent. If this doesn't help you the best installation to correct would be a series of storage batteries, details of which I cannot go into here, but any electrician would be able to explain.

You can remedy this trouble however, to a considerable extent by getting motor capacity fully 25 per cent larger than your actual load at any time; in other words, if you are developing—say a 40 horse power—then you ought to have a motor capacity of at least 60 horse power. This would enable your motors to do the work even on a decreased voltage. This would not, perhaps, correct your trouble entirely, but would give you much better power than you now have. This is the remedy that I resorted to and I find it works reasonably well.

As stated above, your wire line may have been figured to carry a specific number of horse power at a given voltage and when your voltage decreases your line may not be large enough to carry a sufficient amount of power. This may be your trouble and would advise looking into this feature first.—J. T. Stark, Plano, Tex.

Deforestation, according to Willis L. Moore, chief of the U. S. Weather Bureau, has little influence on climate and does not cause floods. This position Mr. Moore stoutly maintains in the face of all theories to the contrary in a recent report by him entitled "The Influence of Forests on Climate and on Floods," issued by the Committee on Agriculture of the House of Representatives. Numerous outline maps, diagrams and tables of statistics strengthen the claims made by the writer. No change in climate can result when large areas of timber are cleared and sown to grain.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

DISCONTINUED FREE STORAGE.

Grain Dealers Journal: For years it was our custom to store grain free of charge for 30 days and after that to charge ½c per bu. per month or fraction of a month, but that was so unsatisfactory we are not storing any grain this year. The chief disadvantage is that a party will store grain and if the price does not get better he does not seem to like to pay the storage. The most satisfactory way for us is to pay for the grain when it is delivered. That keeps the books in better condition. We sometimes advance money for a short time only without interest.—W. H. Fox, agt. C. B. DeLong, Oakwood, Ill.

"A MONUMENTAL TEST OF THE STAMINA OF THE ILLINOIS SHIPPERS."

Editor Grain Dealers Journal: Not many years ago it was not an uncommon thing for the country grain dealer to lay down on contracts and refuse to ship or settle when the market went against him. That time has passed, and at the present time we believe the exception where the shipper defaults on shipments and refuses to make good, is very rare.

We have just passed through the most strenuous test of the stamina and integrity of the Grain Dealers of Illinois, that we have ever experienced in business. We think it is due as a proper tribute to the commercial standing of the Illinois Grain Dealers and as a stimulating example to any weak-kneed dealer who wavers in the fulfillment of his contracts, that the facts should be made known to the Grain Dealers favorite Journal.

During the months of October and November, just passed, we bot over one million bushels of corn from the Illinois Grain Dealers to be shipped during the months of December and January. The market you might say went against them from the start and before the corn was half shipped, the market was 8, 10 to 11 cts. per bushel higher than their sales to us.

Did the Illinois Grain Dealer default on their contracts? Not a bit of it. With but one puny exception every contract was completed by shipment or by the payment of the market difference.

We do not know what you may think about this, Mr. Editor, but in our judgment it stands out as a monument to the business integrity of the Illinois Grain Dealers.

What brot about the change from the defaulting shipper of the past to the present standing of high toned, contract filling business dealer of today?

We put this as an interrogation, but we believe the answer is, The moral influence exerted by the Trade Journals and by the State organization. Both are forces for good and both forces teach business principles and uphold the sacredness of contract, which is the only foundation upon which to build a business

reputation.—Yours' truly, J. L. Wright
Grain Co., J. L. Wright, Prest., St. Louis,
Mo.

CONSIGNING TO NON-MEMBERS IS FOLLY.

Grain Dealers Journal: The folly of consigning to "non-members" in markets where exchanges are established, must be evident to anybody. Grain exchanges are the centers of activity in the grain business of the various markets, and are established for the purpose of facilitating trading, as well as for the protection of their members as well as outsiders against impostors. The failure of a receiver to be a member of his local exchange, where such an exchange exists, can be the result of one or all of the following reasons: The exchange won't have him, he is unenterprising, or he cannot afford the price; usually its the first reason. Any one of them is a very good one why a shipper who does not know him should not give him any consignments.—B. F. Schwartz, New York City.

BALTIMORE SCALEAGE; NEW ORLEANS DOCKAGE.

Grain Dealers Journal: Last November the Illinois Grain Dealers' Ass'n sent a committee to Baltimore and New Orleans to protest against the practice at those markets of deductions from weights of grain.

Baltimore had a "scaleage" on corn and oats of 60 lbs. on cars of 66,000 lbs. or under and 150 lbs. on cars over 66,000 lbs.

New Orleans made a deduction of 2 lbs. on the 1,000 lbs. That is to say a car of corn or oats which weighed 80,000 lbs. would be docked 160 lbs.

Official notice was posted at Baltimore the 9th instant by the Baltimore & Ohio and the Pennsylvania railroads that on and after Feb. 28th they will amend their interstate tariffs, eliminating "scaleage deductions" at their respective elevators in Baltimore and after that date no scaleage deductions will be made. The right is reserved by the railroads to return to the practice of making "scaleage deductions," should the situation in the future warrant such action.

There seems to be no doubt but that the railroads intended, had there been no fight made on this practice by the trade Ass'ns to inaugurate the same practice at other terminal markets. Too much credit cannot be given the Baltimore Chamber of Commerce for the valiant contest which it put up against such iniquitous and unrighteous doings in behalf of the grain shippers of the country.

As regards the deduction of 2 lbs. per thousand at New Orleans, I am advised that instructions have been issued to have the practice discontinued. The date when same is to be effective has not been fixed; but it will be within a very short time. Thus goes the very last of the dockage practices east of the Mississippi river. This shows what the influence of Ass'ns of Grain Dealers can accomplish by persistent effort to have the business of handling grain done in an honest, upright and equitable manner.

The committee from the Illinois Grain Dealers' Ass'n was assisted by the members of both exchanges in its efforts; and owes much to their assistance.

Country grain shippers can congratulate themselves that by their combined efforts they are gradually clearing the grain transactions of the numerous abuses and irregularities which in former times were that necessary.—S. W. Strong, Secy., Pontiac, Ill.

IMPORTANT TO ASCERTAIN STANDING OF FIRMS.

Grain Dealers Journal: We have read with interest the articles in the Journal regarding consigning grain to "non-members," and our opinion is, that even when commission houses are members of exchanges it is important to shippers to ascertain what the standing of the firm is on their Exchange asking in addition reputable bank reference, not only as to their monetary, but moral standing as well.

We believe if this course was pursued that very few losses would be made by shippers of grain.—Gibbs & Robinson New York City.

I. C. COMMISSION REFUSES TO SANCTION DOCKAGE FOR "NATURAL SHRINKAGE."

Grain Dealers Journal: I give herewith correspondence had with the Interstate Commerce Commission regarding the practice of certain common carriers who are insisting on deducting $\frac{1}{4}$ to $\frac{1}{2}$ of 1 per cent from claim for loss and damage under the old "natural shrinkage" caption. It will be noted that the commission states that it "Could neither sanction or condemn the rule," and therefore the contention of the carriers that they must make the deduction, because it is published in tariffs and circulars is a fiction.

Atchison, Kan., Nov. 24, 1909.
Interstate Commerce Commission,
Washington, D. C.
Gentlemen:

In recent issues of tariffs on grain by various common carriers there is appearing a provision such as follows, under the caption, "Allowance for shrinkage on shipments of grain."

"Where there are recognized State, Board of Trade, or Grain Exchange weights arrived at point of origin and point of destination under usual form of agreement; also when weighed under special agreement with the Western Weighing Ass'n, having first had recognized weights at point of origin as provided above, in the adjustment of claims for loss, the allowance to be deducted for natural shrinkage will be, on Wheat, Flax Seed, Rye, Oats and Barley, carloads, one-eighth ($\frac{1}{8}$) of one per cent; on corn, one-quarter ($\frac{1}{4}$) of one per cent."

We understand that this provision is also carried in a Western Trunk Line Circular, effective Oct. 1st.

In view of the fact that these tariffs are all filed with the Commission it is now the apparent contention of the carriers, that in settling claims for loss of grain in transit they must make deductions as noted above. No matter what the conditions surrounding loss, carriers contend that this deduction must be made, because this clause has been filed with the Commission.

In this connection it might be pertinent to point out that if the carriers can make an arbitrary deduction of one-eighth or one-quarter of one per cent, that there is nothing in the precedent so established to prevent them from making a deduction of five or ten per cent, should they reach the arbitrary conclusion that such a deduction might be embodied in a so-called "natural shrinkage."

The question of "natural shrinkage on grain" has been a moot question between grain dealers and carriers for years, and no mutual conclusion has ever been reached on the subject. It would now seem that this arbitrary deduction is to be cloaked by filing the provision in tariffs with the Commission.

I would like to be advised if your honorable body has ever taken official cognizance of this matter or if it has knowledge of what appears to the writer to be an apparent subterfuge.

Respectfully yours,
The Atchison Board of Trade,
Per W. S. Washer, Pres.

After an interchange of letters explaining more fully the above the following was received:

Washington, D. C., Jan. 3d, 1910.
Mr. W. S. Washer,
President Board of Trade,
Atchison, Kan.

Dear Sir:

Responding to yours of the 11th ultimo in further reference to "allowance for natural

shrinkage of grain in transit," I invite your attention to the inclosed copy of the Commission's decision in the case of Baltimore Chamber of Commerce v. Pennsylvania R. Co., et al., decided Feb. 8, 1909. In that case the carriers had in their tariffs a regulation providing that grain received at their elevators would be receipted for at actual unloading weight, but when ordered out a certain deduction from original weight would be made and the weight so found delivered. It appeared that this deduction was made to off-set loss in weight by reason of the absorption of moisture and the elimination of dirt, chaff, etc.

The Commission held that the practice before it was not a question of rates or a practice affecting rates because the deductions made by the defendant were not deductions of grain, but the "tariff rules and the notation on the elevator certificates are simply notice to the holder that while the shipment weighed so much when taken into the elevator, the grain will weigh so much less when it goes out, because of the weight of dirt, dust, chaff and moisture which, in the process of elevation, will disappear and therefore cannot be delivered to the holder of the elevator certificate, etc." Regarding the incorporation of the regulation in the tariffs of the carriers, the Commission said:

"Moreover, as the practice is not a matter of rates, we see no reason, as at present advised, why the amount of the weight deductions made by the defendant carriers should be published in their tariffs."

In the case you present, it appears that the regulation in no way affects the assessment of freight charges and, following the principle in the case referred to, the question is not one for this Commission. Furthermore, the rule in question applies only to claims for loss of grain in transit, over which class of claims this Commission does not assume jurisdiction.

Considering all the circumstances of this case the Commission could neither sanction nor condemn the rule.

Yours very truly,
(Signed) F. M. Cockrell,
Commissioner.

This correspondence speaks for itself and should effectually dispose of contention on part of railway claim agents that they must make deductions for natural shrinkage because it is embodied in tariffs.—Yours truly, W. S. Washer, Atchison, Kan.

Protest Against Federal Inspection.

Delegations from grain exchanges were given a hearing by the Senate Committee on Agriculture and Forestry Feb. 16 on the McCumber bill for federal inspection.

J. C. F. Merrill, vice-pres. of the Chicago Board of Trade, was first called to address the committee, and made a strong argument against federal grading as impracticable, unenforceable and useless.

E. H. Culver, of Toledo, O., pres. of the Chief Grain Inspectors National Ass'n; John F. Courcier, sec'y of the Grain Dealers National Ass'n, and a delegation from the Baltimore Chamber of Commerce, composed of Pres. Geo. S. Jackson, John M. Dennis, J. Collin Vincent and Walter Kirwan, attended the hearings. The speakers contended that the grain dealers themselves have adopted and put into use a system of grain grading and classification which is satisfactory in general to the trade.

The Baltimore delegation which came prepared to make a most vigorous protest was not heard thru lack of time, but will appear before the committee later and will also file a written protest.

Ten carloads of corn have recently been received in the state of Chihuahua, Mexico, which will be sold to the poor at cost.

Failures of seven grain firms in the provinces of Schleswig-Holstein and Hanover, due to speculation in soda nitrate, and short selling of barley, recently were announced on the Hamburg Produce Exchange.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Oakwood, Ill., Feb. 7.—About 40% of the corn yet in farmers' hands. Do not expect any large movement of corn for a while. Cars are very scarce. I am paying 58-56c for corn and 43c for oats; about 25% of the oats not yet marketed. Winter wheat looks well considering the time of the year.—E. A. Fox, agt. B. B. Minor.

Peoria, Ill., Feb. 17.—Locally corn has been of poor quality, but is now improving. During the last 2 or 3 weeks it has been much better, some now being as good as we ever get. It looks as if where the accumulated corn has been moved, that which is coming from the farmers will be much better.—A. G. Tyng of Tyng, Hall & Co.

Peoria, Ill.—Business is fairly good, but there has been a scarcity of cars so we have not had as much business as we ought to have had. Cars are still scarce and a good many customers are loading as fast as they can get them. The weather has been favorable locally for good business for some little time.—C. C. Miles of P. B. & C. C. Miles.

Tallula, Ill., Feb. 15.—Farmers are holding their corn for 60c. Roads are fine, so they do not interfere with movement of crops. Less than 5% of corn now in the fields. Large quantity of oats in farmers' hands, waiting partly to determine how much they will need for feed, but mostly for higher prices. Wheat is in fine condition well rooted.—S. C. Shaw, mgr. Tallula Eltr. Co.

Peoria, Ill., Feb. 17.—There has been an unusually large movement of corn from Illinois during the winter months, and our advices would indicate that it is going to drop off materially. Receipts in both Chicago and Peoria have been relatively large as compared with former years and the territory in Illinois south of Peoria from reliable information has moved from 3/5 to 3/4 of its crop of corn and little of that corn has shown up in the regular markets but has gone direct to the consumer.—F. W. Arnold.

Coffeen, Ill., Feb. 16.—We have not been raising much corn in this vicinity lately; about 50% now marketed. We had quite a little wheat; practically all shipped now. We grow much hay; it is about all shipped. Growing wheat looks bad to me, as my experience has been that it never is good after sleet, altho others in this section differ from me as to our prospect for wheat. Before the sleet our wheat was in as fine condition as I ever saw; but it has looked rather discouraging the last three weeks.—B. E. Toberman.

INDIANA.

Washington, Ind., Jan. 22.—Wheat looks fine.—T. B. Graham.

New Lisbon, Ind., Feb. 5.—Growing wheat is looking fairly well; old crop about all shipped out. Prospect that a fair acreage of oats will be sown.—Charles W. Mouch.

Butler, Ind.—Wheat is looking sick, because of the ice that was on it before this snow fell; acreage is 50% larger than last year; corn isn't of a very good quality around here and will be used mostly for feeding.—C. C. Norrigan & Son.

IOWA.

Sumner, Ia., Feb. 14.—Grain has been moving freely here since Jan. 1.—O'Connor Bros.

Hayfield, Ia., Jan. 19.—Corn crop averaged 35 bus. per acre. About 1/4 of the corn is yet in the field and very little will grade in this section.—Ed. Cashman.

Belmond, Ia., Feb. 7.—Corn is poor here and we have so much snow farmers can not get it shelled and delivered.—W. E. Werts, mgr. Farmers Co-op. Eltr. Co.

Sioux City, Ia., Feb. 1.—In the sections in which we are operating 40% of the corn is in the fields. I believe there will be a poor quality of seed corn this spring.—J. J. Mullaney.

Gowrie, Ia., Jan. 15.—We have a very cold winter with deep snow. About 35% of the corn is still in the fields under 20 inches of snow. However, we are handling considerable corn. It all goes to feeders at different points on the Rock Island. Our corn is damp, hence we are shipping the bulk of it on the cob.—P. J. Harvey.

Des Moines, Ia., Jan. 20.—In the northern section of the state the winter wheat acreage is 103% and condition 113% compared with last year. Seventy-five per cent of the farm surplus of wheat, 17% of the corn and 52% of the oats have now been marketed by the farmers. Twenty-five per cent of the corn is yet to be husked, 28% of which will be unmarketable. In the central section the acreage of winter wheat is 114% and condition 105% compared with last year. Sixty-five per cent of the farm surplus of wheat, 19% of the corn and 52% of the oats have now been marketed by the farmers. Twenty-four per cent of the corn is yet to be husked, 22% of which will be unmarketable. In the southern section the winter wheat acreage is 110% and condition 105% compared with last year. Seventy-eight per cent of the farm surplus of wheat, 23% of the corn and 59% of the oats have now been marketed by the farmers. Twenty-five per cent of the corn is yet to be husked, 33% of which will be unmarketable.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

KANSAS.

Belleville, Kan., Feb. 14.—Wheat looking good, 40% more wheat sown than last year; 25% in farmers' hands.—V. A. Guy.

Agenda, Kan., Feb. 14.—About 20% of wheat is damaged; same acreage as last year, 30% in farmers' hands.—F. B. Fulton.

Athol, Kan., Feb. 17.—Wheat crop looking fine; same acreage as last year.—G. W. Douglass, mgr. Athol Farmers Co-op. Grain Co.

Lebanon, Kan., Feb. 16.—Alfalfa crop looking good; same acreage as last year; all the corn here will be fed.—Barnes & Godden.

Scandia, Kan., Feb. 14.—Wheat looking good; same acreage as last year; 50% of the corn crop in farmers' hands.—J. W. Pinney & Co.

Norway, Kan., Feb. 8.—Wheat looking good, smaller acreage than last year, about 50% of the corn crop in farmers' hands.—O. F. Brewer.

Paxico, Kan., Feb. 11.—Wheat crop is badly damaged, just as soon as the ground gets dry it dies; same acreage as last year.—J. Rogge.

Agra, Kan., Feb. 17.—Wheat crop in fine shape, same acreage as last year; 15% of the crop back.—J. B. Edwards, mgr. Agra Grain & Eltr. Co.

Cuba, Kan., Feb. 14.—About 20% of the wheat crop is damaged, more sown than last year, 75% of the crop in farmers' hands.—Cuba Eltr. Co.

Riley, Kan., Feb. 12.—Wheat crop is down and out; acreage is fully as good as last year; about 20% of wheat crop in farmers' hands.—W. S. Timmons.

Clifton, Kan., Feb. 12.—Wheat crop is in pretty fair condition; same acreage as last year; 25% of the wheat crop in farmers' hands.—Caywood Grain Co.

Phillipsburg, Kan., Feb. 18.—Wheat crop is in O. K. condition, 15% larger acreage than last year, 20% in farmers' hands.—Phillipsburg Mill & Eltr. Co.

Clifton, Kan., Feb. 12.—Wheat crop looks good; acreage same as last year; about 40% of the crop in farmers' hands.—C. D. Marshall, sec'y Murdock Grain Co.

Cuba, Kan., Feb. 14.—Wheat crop is damaged some; same acreage as last year; 3/4 of the old wheat crop in farmers' hands.—C. E. Tyrell, agt. Janesek & Co.

Rydall, Kan., Feb. 14.—About 25% of the wheat crop damaged; acreage 85% compared with last year; 20% of the wheat in farmers' hands.—Jos. McGowan.

Morganville, Kan., Feb. 12.—Wheat looks good; 10% more wheat sown than last year; about 25% of the wheat in farmers' hands.—Morganville Mill & Eltr. Co.

Smith Center, Kan., Feb. 17.—Wheat crop is looking good; 10% more sown than last year; 15% of the wheat in farmers' hands.—Smith Center Mill, Eltr. & Light Co.

Kensington, Kan., Feb. 17.—Wheat crop looking fine, acreage is 10% larger than last year; about 15% of the wheat crop in farmers' hands.—Kensington Mill Co.

Courtland, Kan., Feb. 14.—About 5% of the wheat crop is damaged; same acreage as last year; 50% of the corn crop in farmers' hands to market.—C. O. Ainsworth.

Courtland, Kan., Feb. 14.—About 50% of the wheat crop is damaged some; acreage is short; 50% of the corn crop in farmers' hands.—B. Tilley, agt. Bossemeyer Bros.

Belleville, Kan., Feb. 14.—About 10% of the wheat crop damaged; same acreage as last year; 25% of the wheat and 15% of the corn in farmers' hands.—E. A. Fulcomer.

Almena, Kan., Feb. 18.—Wheat is in good shape; 40% more wheat sown than last year; 10% of wheat in farmers' hands.—E. H. Powell, agt. Central Granaries Co.

Metcalf, Caldwell P. O., Kan., Feb. 8.—About 40 to 50% of the wheat crop killed; same acreage as last year.—O. L. Crouch, mgr. Blackstone Indpt. Grain & Fuel Co.

Lebanon, Kan., Feb. 16.—Wheat crop looking good; hasn't been damaged a bit. Acreage is 50% larger than last year. Alfalfa is in fine shape.—S. W. Jackson & Co.

Raymond, Kan., Feb. 8.—Wheat is in good shape; about 5% more wheat sown this year; 80% of the corn crop in farmers' hands.—The Raymond Grain & Supply Co.

Formoso, Kan., Feb. 16.—About 15% of the wheat crop is damaged; acreage is 25% larger than last year; not over 10% of the wheat in farmers' hands.—L. L. Burchinal.

Lebanon, Kan., Feb. 16.—Wheat crop looking fine; 50% larger acreage than last year. Prospect for alfalfa excellent.—Lebanon Mill & Eltr. Co., C. M. Isom, sec'y-treas.

Stockton, Kan., Feb. 15.—Growing wheat fine and plenty of old wheat left. Now taking in 2,000 bus. daily.—Frank Montgomery, mgr. Stockton Eltr. & Shipping Ass'n.

Agra, Kan., Feb. 17.—Wheat crop in good condition; same acreage as last year; almost all the wheat is in; 30% of the corn in farmers' hands to be marketed.—C. F. Dean.

Phillipsburg, Kan., Feb. 18.—Wheat looks fine, prospect was never better; 20% larger acreage than last year; 15% of the wheat crop in farmers' hands.—McIlvain Grain & Coal Co.

Vining, Kan., Feb. 8.—Wheat crop looking good; about the same acreage as last year; 20% of the corn crop in farmers' hands to be marketed.—A. Wangerein, pres. Vining Grain Co.

Clyde, Kan., Feb. 14.—About the same amount of wheat sown as last year; 5% of the wheat is damaged; 15% of the wheat and 40% of the corn crop in farmers' hands.—Brandon Grain Co.

Topeka, Kan., Feb. 16.—We are receiving numerous reports of serious damage to growing wheat thruout the eastern and central portions of the state.—E. J. Smiley, sec'y Kan. Grain Dealers Ass'n.

Paxico, Kan., Feb. 10.—About 50% of the wheat crop is heaved and badly damaged; more wheat sown than last year; the corn crop was short here this year and we will have to ship in.—C. J. Glotzbach.

Almena, Kan., Feb. 18.—Wheat prospect never better; ground in good shape; 25% larger acreage than last year; not over 10% of the wheat crop in farmers' hands.—M. S. Meller, agt. F. C. Kellogg.

Clyde, Kan., Feb. 14.—About 5% of the wheat crop damaged; 5% more wheat sown than last year; 30% of the wheat and 50% of the corn crop in farmers' hands.—J. B. Sager, mgr. Clyde Mlg. & Eltr. Co.

Preston, Kan., Jan. 18.—Frost is going out of the ground very fast. Plenty of water in the low places. From 15% to 20% of wheat in farmers' hands.—J. Fletcher, mgr. Preston Grain, L. S. & Merc. Co.

Clay Center, Kan., Feb. 12.—About 25% of the wheat crop is badly damaged; heaved out of the ground; acreage is fully as large as last year; considerable of the corn crop is in the field.—M. G. Patterson.

Clay Center, Kan., Feb. 12.—Wheat is spotted; if favorable weather avails, I think we will have a fair crop; same acreage as last year; 20% of the wheat crop in farmers' hands.—Williamson Mlg. Co.

Smith Center, Kan., Feb. 17.—Wheat crop looks pretty good; very little damaged; 50% more wheat sown than last year; 10% of the wheat crop in farmers' hands.—H. G. Moberly, mgr. Smith Center Co-op. Grain Ass'n.

Augusta, Kan., Feb. 8.—Not over 40% of the kafir corn has been shipped; none to speak of since middle of November. About 50% is in fields ungathered on account of rainy season. Wheat is looking well.—J. C. Haines.

Thayer, Kan., Feb. 9.—Farmers are holding corn for 60c. They have plenty of money and can sell when they please. Wheat looks good but acreage is limited. Flax and corn are our principal products.—O. McNulty.

Ellsworth, Kan., Feb. 8.—The crop outlook is A No. 1. The late sowing may be a little damaged, but it is very slight. If the spring breaks favorably it may turn out even better than the present good prospects indicate.—Samuel C. Groth.

Esbon, Kan., Feb. 16.—Wheat crop is looking good; I examined two or three fields and I didn't find a particle damaged; 33 1/3% more wheat sown than last year; about 50% of the wheat in farmers' hands.—F. J. Stanley, agt. Wright-Leet Grain Co.

Reserve, Kan., Feb. 9.—About 50% of our wheat is dead. On high ground where the water runs off it is in fair condition, but in low places it is dead. About 2/3 of the corn is gathered, 20% marketed and about 33 1/3% in the fields.—W. C. Peterson.

Beloit, Kan., Jan. 14.—Not much now doing as roads are covered with ice. Most of the corn is still in the fields and we are shipping in corn to sell to farmers and feeders. About 35% to 40% of wheat is back in farmers' hands.—W. C. Brown.

Clay Center, Kan., Feb. 12.—Not over 50% of the wheat crop in good condition, frozen out; same acreage as last year; quite a bit of corn in the fields. About 40% of the corn back and 20% of the wheat crop to be marketed.—U. G. Muck, mgr. Farmers Eltr. Co.

Russell, Kan., Feb. 9.—About 10% of the wheat in this section has been damaged by the freeze of six weeks ago; altho the farmers claim more damage I do not think it will go over 10%. I was in the fields Feb. 6. Unless we have hail I look for all of an average crop.—Paul D. Miller.

St. John, Kan., Jan. 17.—About 10% to 15% of wheat is still in farmers' hands. Fields have been covered with ice and snow. Farmers report wheat showing damage from this ice covering, but as yet no estimate of the damage has been made. Corn is a small crop and of poor quality in this section.—E. H. Durham.

Hudson, Kan., Feb. 8.—Last fall the wheat looked good; but yesterday I walked into the fields and saw bunches of dead wheat. Within the last two months it has been damaged at least 10%. Our wheat has been testing high; some tested 63 lbs. Feb. 5. Corn will be a scarce article.—A. L. Fisher, Hudson Grain & Supply Co.

Burden, Kan., Feb. 8.—Corn is moving ordinarily. Seed oats have moved fast during the past two weeks and averaged about 40 lbs. to bu. Corn has averaged about 20 bus.; about 25% has moved, balance in farmers' hands. Did not raise much wheat and quality of what we have is poor. I talked with a farmer from Sumner County, who said sleet came and froze into the growing wheat, then when the ground settled the wheat was torn up by the roots; the blades stuck into the ice crust.—F. A. James.

Home City, Kan., Feb. 14.—Not much corn moving. Wheat crop looks like it would be somewhat slim, owing to wet weather in the fall that caused the wheat to take root close to the surface of the ground; then it froze just enough to heave the ground, which took the plant with it. After that it was covered with snow and ice. Since the snow has gone the continued freezing seems to have killed the plant. One farmer told me this morning there were not 10 acres of good wheat in 100. The general complaint is that the wheat is badly damaged.—Robert J. Lewis.

KENTUCKY.

Dycusburg, Ky., Jan. 11.—More wheat will be raised here this year than has been for many years. Farmers are holding their corn for 60c and 65c at the cribs.—C. H. Cassidy.

MICHIGAN.

Benson, Mich., Jan. 22.—About 60% of all grain tributary to Benson is now out of farmers' hands. They will have a fair crop of corn for sale.—H. Argall, mgr. Northwestern Eltr. Co.

Morenci, Mich., Jan. 22.—Wheat was in fair condition when it went into the winter; acreage is short. All the corn raised here is fed. About 60% of the oats back in farmers' hands.—Morenci Roller Mills, Kellogg & Buck.

Lansing, Mich., Feb. 7.—In reply to the question, "Has wheat during January suffered injury from any cause?" 74 correspondents in the southern counties answer "yes" and 298 "no"; in the central counties 5 answer "yes" and 151 "no"; in the northern counties 132 and in the upper peninsula 20 answer "no." Snow protected wheat in the southern counties 3.98 weeks; in the central counties 4.02; in the northern counties 4.11; in the upper peninsula 4.15 and in the state 4.02 weeks. The estimated total number of bus. of wheat marketed in the six months, August-January is 7,000,000.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Eden Prairie, Minn., Feb. 11.—Grain around here is about all marketed.—F. F. Miller.

Angus, Minn., Jan. 22.—Crops are fair at this point.—J. Guttormson, agt. Duluth Eltr. Co.

Maynard, Minn., Feb. 9.—Crops were good in both yield and quality.—F. I. Fredine, mgr. Farmers Eltr. Co.

Kennedy, Minn., Feb. 7.—About 80% of the crop has been marketed.—W. J. Dargaw, agt. St. Anthony & Dak. Eltr. Co.

Erskine, Minn., Feb. 9.—Yields were good last year; about 18 bus. of wheat, 50 of oats, 35 of barley and 12 of flaxseed.—J. B. Peterson, agt. St. Anthony & Dak. Eltr. Co.

Heron Lake, Minn., Jan. 22.—About 35% of the corn is still in the fields, now under 2 ft. of snow. About 40% of the corn is sold, 50% of the oats and 70% of barley.—St. John Grain Co.

Grogan, Minn., Feb. 7.—Corn in this vicinity did not do well last summer and contains considerable more moisture than it should. Several farmers have not finished picking.—Fras. Chard, agt. Anchor Grain Co.

Felton, Minn., Feb. 10.—Grain here was very poor last year; too much rain during harvest; wheat grading No. 2 and 3. Most of the grain has been marketed on account of the high prices during the fall.—Edw. Carlson, agt. Grain Producers Eltr. Co.

Howard Lake, Minn., Feb. 5.—About 85% of the crop of 1909 is marketed around this station, the farmers were inclined to hold their wheat for the dollar price or more. Barley is mostly fed to stock on account of getting such high prices for butter and meat.—H. W. Vogel, agt. Cargill Eltr. Co.

Guckeen, Minn., Feb. 5.—Grain is moving fairly well now. Our corn will all grade no grade on account of wet weather last fall and so much ice and snow in it. I look for considerable damaged corn next spring. Shipping is slow because it is hard to get cars.—T. F. Garry, agt. Western Eltr. Co.

MISSOURI.

Monroe, Mo., Feb. 4.—Wheat isn't looking very good here; about 10% more wheat sown than last year.—McFarland Bros.

Hannibal, Mo.—Wheat crop looking excellent; 20% more wheat sown here than last year.—G. H. Carter, Carter, Shephard & Co.

St. Peters, Mo., Feb. 4.—About 8 or 10% of wheat crop in farmers' hands; we hear a great deal of complaint that growing wheat is not looking well; also of wheat heaving from freezing and thawing but it seems rather early to say what damage, if any, has been done.—N. & F. Schneider.

Sikeston, Mo., Feb. 11.—Condition of winter wheat in southeast Missouri is fair and regarded satisfactory. A large per cent of the corn has been marketed and what little remains is being held by the farmers. More is asked than is bid by the markets. All corn in this section has been grading well and there is quite a demand in the south for St. Charles red cob corn for seeding purposes.—Sikes-McMullin Grn. Co.

NEBRASKA.

Monroe, Neb., Feb. 7.—About one-fourth of corn still in the field; it is in good shape.—C. O. Hart.

Moorefield, Neb., Feb. 7.—Winter wheat looks fine now; snow has gone off and it is nice and green.—James Pearson.

Broken Bow, Neb., Jan. 10.—Prospects for next year's crop here are fine; ground has been covered with snow since Nov. 12 and is 6 inches deep yet.—F. J. Bahr.

Clay Center, Neb.—Considerable movement of wheat, but the roads are breaking up now; wheat is looking good; has been covered with snow for some time; about 40% of the corn still in the field.—W. H. Swanson.

Wyoming, Neb., Jan. 13.—Yield of corn about 33 bus. per acre, 25% yet in the fields; heavy coat of snow and ice on the ground; work at a standstill; no movement of grain; winter wheat supposed to be in fine condition.—D. C. West.

Danbury, Neb., Jan. 20.—Winter wheat acreage is considerably larger than that of any previous year; it started to winter in a good, healthy condition and the abundant snows since will bring it out in the spring in fine shape; people are jubilant over the prospects.—O. C. Thomas, mgr., Beaver Valley Grn. Co.

NORTH DAKOTA.

Milton, N. D., Jan. 8.—Grain is moving very slowly.—C. W. Plain.

Mekinock, N. D., Jan. 12.—Little grain is moving at this station.—X.

Baldwin, N. D., Jan. 17.—Grain movement is somewhat improved and crop is now almost all marketed; prospects are for a larger acreage this season.—C. W. Reynolds, agt. Dodge Eltr. Co.

Woods, N. D., Jan. 17.—Farmers have been busy the last two weeks delivering grain to the eltr. since the roads have become passable; about 30% of 1909 crop in hands of farmers, who are holding for higher prices.—J. H. Jorgeson, agt. Monarch Eltr. Co.

Jud, N. D., Jan. 13.—Roads are good again and farmers are marketing their grain; have had an average of 18 loads a day since Jan. 1 and have shipped 9 cars and there yet remains considerable grain to be marketed.—Wm. M. Moo, mgr. Farmers' Eltr. Co.

Mantador, N. D., Jan. 10.—About 35% of grain, I think, is still in the farmers' hands; not much grain moving now on account of bad roads; about one-third of the corn still in the field, there being too much snow to get it out.—Wm. F. Benz, agt. Osborne-McMillan Eltr. Co.

OHIO.

Urbana, O., Jan. 17.—Corn crop was a record breaker this year and was of good quality.—J. B. Outram.

Climax, O., Jan. 10.—About 40% of corn still in cribs; wheat all sold.—W. L. McAninch of S. McAninch & Son.

Wheetersburg, O., Jan. 10.—About 50% of the wheat in this section has been marketed.—J. B. McCoy, W. Mlg. Co.

Kunkle, O., Jan. 21.—Wheat looks good, acreage is the same as last year, most of corn around here is being fed.—Frank Suter.

New Vienna, O., Jan. 10.—Wheat 75% marketed; corn being held for higher prices and for feeding.—Mr. Summers, mgr. New Vienna Grn. Co.

Richwood, O., Jan. 10.—About 85% of the oats have been shipped; corn is all fed; no wheat shipped out of here.—O. P. Lenox, of O. P. Lenox & Son.

Berkey, O., Jan. 22.—Wheat crop looking fair, acreage is about the same, 10% of the wheat, 33 1/3% of the corn and oats in farmers' hands.—Berkey Eltr. Co.

Metamora, O., Jan. 22.—About 4% of corn crop in farmers' hands; growing wheat is looking good, same acreage as last year; 35% of the oats back.—S. L. Rice, mgr. Metamora Eltr. Co.

Lyons, O.—Wheat is in pretty good condition, acreage is a little larger, about 25% of last year's wheat crop in farmers' hands; about 60% of corn and 40% of oats back.—R. C. Smith, mgr. Lyons Grain Co.

Circleville, O., Jan. 10.—Corn has been moving very slowly of late; in fact we have had to get our corn from Chicago but with the snow letting up the movement should be accelerated.—W. F. Heffner, of the Heffner Mlg. Co.

Montpelier, O.—Wheat crop looking fine so far, acreage is about the same as last year, raised a big crop of corn here, but farmers are using it for feeding purposes on account of the high price of hogs.—S. S. Earhart Grain Co.

Ogles sta., Wilmington p. o., O., Jan. 20.—About 30% of corn yet in farmers' hands; 10% in fields not husked; farmers haven't been moving any corn for more than 2 weeks on account of slippery roads; wheat has been well protected by snow and is now looking fine; acreage sown about 85%.—W. S. Oglesbee.

OKLAHOMA.

Enid, Okla.—Our wheat acreage has been increased about 10%. Never in my ten years residence in the state have we had so little wheat winter killed.—Wm. Rendles.

OREGON.

Corvallis, Ore.—The Willamette Valley this year has had an exceptionally cold winter, but no grain was frozen, hence we look for a large crop, but the acreage is short on account of so much fruit being planted.—Estate of H. F. Fischer.

SOUTH DAKOTA.

Howard, S. D.—Double the amount of corn will be shipped this season from this station than in any one year heretofore.—D. Theophilus, agt. Larkin & Metcalf.

TEXAS.

Fort Worth, Tex., Feb. 8.—The growing wheat crop looks good; season so far is better than we have had in many years; acreage also is larger.—E. M. Rogers.

Illinois Dealers Protest Against Moisture Test.

The Illinois Railroad & Warehouse Commission gave a hearing Feb. 24 to a delegation representing the Illinois Grain Dealers Ass'n in a protest against the arbitrary division of grades of corn on the basis of the moisture test. No matter how excellent the quality of a sample of corn, if it contains above 19 per cent of moisture it is graded No. 4 by the Illinois State Grain Inspection Department and sells at a discount under No. 3.

The Illinois dealers, some of whom had arrived the night before, appeared promptly at 9:30 at the rooms of the Warehouse Commissioners, but it soon developed that the proceedings would take more than the 30 minutes time allotted, and an adjournment was taken to 3 p. m.

MORNING SESSION.

Geo. D. Montelius: As country grain dealers and members of the Board of Trade, we come entering complaint in regard to the wide discounts that are being taken on No. 4 corn. We feel it is injustice and robbery to be discounted 4½¢ a bu. on No. 4 corn containing 19 to 20% moisture.

S. W. Strong read the following protest:

Protest Against Unreasonable Discounts.

There has arisen under the rules of the inspection department of the State of Illinois brot about to some extent by market conditions generally and also largely by the action of certain interests a situation demanding the attention of your honorable body.

Under an arbitrary application of the rules fixing maximum moisture test for corn, we believe that more than 50% of the entire corn crop of the State of Illinois has been reduced at least one grade.

Up to about Jan. 1st, last, discounts in the Chicago market on corn, grading under No. 3, were in the neighborhood of one cent per bu. Since that time there has developed in the market a lack of sufficient active buying demand for cash grain to such an extent that there has developed a discount of from two cents to six cents per bu. for all corn grading under No. 3. Corn coming to this market and being graded by the inspection department No. 3 is immediately subjected by the buyer to the moisture test, without any regard whatever to the other qualities of the grain. It may be good, sound corn, dry, clean, of bright color, feel dry to the hand and have all the elements which are apparent to sight and feeling and smell, yet it will not be received until it is put under a severe moisture test, and if there is a per cent, a trace or an indication of a moisture content greater than 19% it is immediately rejected, and subject to such discount as can be exacted.

These discounts are increasing day by day. Up to this time they have been practically borne by the country grain elevator operator. He has protested and objected and insisted that the action of the Chicago buyers is unjust, unreasonable and without color of right. All without receiving any diminution of the discounts, but rather the opposite.

Your petitioners hereby appeal to your honorable body that such action is unwarranted. The moisture test is a new feature in the grain trade. The rule should not be used arbitrarily to the injury of one part of the trade for the benefit of the other.

The country elevator operator has to this date assumed about all the loss which has occurred from the unreasonable discounts exacted in the Chicago market; but cannot and will not do it longer. It would bankrupt every grain shipper in the State of Illinois. The country grain buyer must so grade grain but from the producers that it will pass inspection in the market and he will buy it also at a profit. He must do so in order to continue in business.

Therefore, half of the corn crop raised by the farmers of Illinois will be subject to a discount of from two to six cents per bu., and I take it that the farmers of Illinois will not tamely and quietly submit to such unreasonable and extraordinary exactions.

Your petitioners, acting for the Illinois Grain Dealers Ass'n, in fact representing the entire grain trade in the country, and really the producers of the State of Illinois, humbly ask that your honorable body will make such modifications, change or amendment to the rules of inspection as will make it impossible for buyers to arbitrarily apply the rules for their own enrichment so as to exact discounts which everybody knows are unreasonable and without warrant whatever.

G. D. Montelius: How long can the country grain dealer stay in business if he should discount the farmer 4½¢ on No. 4?

W. N. Eckhardt: This Railroad and Warehouse Commission has nothing to do with the discount; this is a matter for the Board of Trade, and ought to be taken up with the directors of the Board of Trade.

E. M. Wayne: The matter has been taken up by the Illinois Grain Dealers Ass'n with the Board of Trade, but we have been given to understand that they will do nothing.

W. N. Eckhardt: You complain that the rules are too rigid.

E. M. Wayne: Corn containing 19 per cent should not be docked as much as corn containing 22% moisture. The Board of Trade does not seem to do anything. We want fair treatment.

Chairman Berry: We will have to adjourn until 3 p. m.

AFTERNOON SESSION.

H. H. Newell read the following paper:

According to the rule, No. 2 may as a maximum contain 16% moisture. This percentage is too low, yet it is of less importance than the percentage of 19% fixed as the maximum of moisture for No. 3, the latter being the commercial grade upon which the immense business of the central West is transacted; probably 99% of all bids made the country shipper for corn to arrive is for No. 3; it's as well the grade which the country dealer buys from the farmer. We are convinced that in the interest of all concerned in the handling of corn, the rule should be repealed.

The moisture test is absolutely impracticable. It must be apparent that an article of such bulk cannot be handled by so slow a process, nor held to such stringent lines. An article testing 19.2% would be thrown into a lower grade, while soundness and other properties would more than offset the insignificant excess of water. Something should be left to its general merits and the judgment of skilled inspectors.

We suggest the present rule as to No. 3 be amended to read, so far as moisture is concerned "about 20%." The same relative change should be made as to No. 2 and No. 4, especially No. 2. We contend that the grading since November 19th, 1909, when strictly adhered to has thrown thousands of cars into one grade lower than it should have gone on its merits, one grade lower than the same thing has taken in other markets outside of Illinois where this fanciful idea of moisture test has not prevailed. The difference in price between No. 3 and the choice No. 4 corn the past three months will show at a glance how this rule has caused severe loss to producer and shipper. Since about December 15th, No. 4 corn testing 19.5% of moisture, actually worth on a moisture test but one-third of 1¢ per bushel less than No. 3 testing 19%, has averaged in price nearly, if not quite 3¢ per bushel less than No. 3, or a ten times greater discount than there should have been. The discount between the choice No. 4 and No. 3 ranged at 1½¢ to 3¢ per bushel from December 1st, 1909, to January 20th, 1910. Since then from 2½ to 5¢ per bushel. When you realize that from December to February inclusive the receipts of corn in this market are at their highest point, it will be seen how important it is that the inspection rules do not compel the owner to sell his corn at less than actual value.

We have had samples from a car of corn, drawn at the same time, and submitted at the same time to a test by the United States Government Inspection Department, with Mr. Kettles of the Board of Trade Sampling Department, and with the inspection department of the State, all varying materially. We had a sample of corn tested by the Board of Trade department resulting 19.2% moisture, and a sample from the same car the next day, testing by the same machine, resulting in a test of 18.5% moisture. Have had other tests along the same line showing materially different results. Unless the moisture test is first applied and the grade adhered to, it is useless and a source of confusion, disgust and profanity.



Some of the Dealers in Attendance at Annual Meeting of Kansas Ass'n.

Rejections: Thousands of cars have been graded No. 3 by the Department during the past three months which in the main was good No. 3 corn. Same was delivered by receiving houses acting as agents for the country shipper or producer, to elevator buyers on Board of Trade, only to be rejected the following morning claiming that under the rules the corn contained too much moisture. This has caused immense loss to the producer and shipper during the past three months. This same rule has, in our judgment, materially injured the corn business of this market during the same time, by turning the business in other directions and through other terminals outside of this State. We have always considered this our market, at anywhere near equal price, but this winter have, owing to the grading here, sent our corn from country elevators to other markets, like New Orleans, Memphis, Nashville, etc., selling in these markets at equivalent to Chicago price of No. 3 or a little less. We find in most of the other markets, reached by the central Illinois roads that corn grading No. 4 here is almost certain to grade No. 3 there. We have received letters from customers, whose corn was sold as No. 3, but missing the grade here, we had to sell at from 2 to 5c per bushel discount, saying they would keep away from this market, and many of them are keeping their word, selling and shipping elsewhere.

We think everyone directly interested in handling corn in this market is opposed to this rule. There may be exceptions among the elevator people, but we think most of them are not in favor of the present rule. This, however, is only an opinion. If we are correct in our idea that the producer, country shipper and the elevator people are opposed to the present rule, there should be no reason for its continuance longer than the law will allow. When the grade is missed, it is simply a question of the countryman or shipper taking what he can get for his off grades, or applying it on his sales at the best discount he can arrange with the purchaser, which is usually what the market discount happens to be. This season we have seen some of the buyers refusing to accept No. 4 on No. 2 at a discount in price.

W. L. Shellabarger: No tests have been sufficiently elaborate to show that No. 3 corn should not contain more than 19% moisture. The government established a laboratory at Decatur and we have been having moisture tests made. During December we shipped possibly 400 cars to New Orleans and out of the 400, 64 tested 19.10 to 20.90%, and all were accepted on contract tho 6 of them contained in excess of 20%, yet were considered by them sufficiently good for No. 3. Of 300 cars tested this year, the average was 18.60, and last year 18.20, showing the percentage of moisture is very little greater this year.

In connection with the laboratory at Decatur we loaded in December at their request two cars selected with a view of containing the greatest possible percentage of moisture. They were wired with

thermometers. When loaded Dec. 6 they contained 19.80 and 20.60%, and on arrival at New Orleans contained 20.30 and 20.10%. Both were unloaded into same bin and on Jan. 26, 50 days after we loaded it, it was discovered to be heating in one spot at bottom of bin.

We loaded 5 cars for Baltimore for them as a test and it carried 62 days before showing any signs of deterioration. All contained in excess of 19%. All this corn is commercially good No. 3 corn. This year the corn is of better quality, less cob-rotten.

We had a car in Chicago Feb. 20. Chief Sampler Kettles of the Board of Trade found 18.8; we called reinspection on Feb. 23, when the grade was confirmed on a test of 19.40, a difference of .60.

They take a handful of 200 to 250 kernels out of a carload. As a final point on which to base the analysis the moisture test is absurd. I defy the department to split a sample into 4 portions and get the same results. There would be a difference of .2 to .6% between the government, Kettles and the state. Common sense the inspector should take precedence. (Applause.)

Frank M. Bunch: It was stated this morning that no attention had been paid to the representations of the Illinois Grain Dealers Ass'n. I wish to state on behalf of the Board of Trade that no complaint has been received by the officers or directors of the Board of Trade that has not received consideration. The difficulty arose last fall thru Illinois dealers making large sales of No. 3 corn. I believe your inspectors to be much more capable than a machine. We have had samples from the same car where the difference between the Board of Trade and the state departments was as much as 2½ to 3%.

J. A. Simpson: I have been in the grain trade for 35 years and I believe the only remedy for this trouble is the entire elimination of the moisture test.

Mr. Harrison: We had 3 cars in one bin from one farmer. Two went to the Cleveland Grain Co. at Sheldon, Ill., test 21.6; they called it No. 4, 2c discount. One at Chicago tested 22.2, and 21.6 at elevator, 5c discount.

Mr. Gibbons of Dwight: We have shipped 15 cars to the Cleveland Grain Co., Sheldon, Ill., all above 19%, and the highest discount was 1½c a bu. when the same corn was discounted 4c in Chicago. The inspection at Sheldon is state inspection.

Commissioner Eckhart: We have no state inspection at Sheldon.

R. F. Cummings: We ought to go back to car inspection.

M. A. Leach: I think the moisture test unfair, and I won't ship to this market that way.

R. F. Cummings: I shipped to three markets within 60 miles of this room and in no case did they ask over 2c discount.

Geo. Dunaway: The moisture test should be secondary.

H. H. Newell (of Rogers Grain Co., Chicago, operating country elevators): We have been shipping to Cairo, Memphis, New Orleans, St. Louis, Nashville, Louisville and Henderson, 1,800 cars during last 3 months, and Henderson is the only market that has applied the moisture test.

Geo. W. Patten: It is ridiculous to attempt to carry No. 2 corn at 17% until May and June. It makes me shudder when I think of the hot days in June. The great cry is the fearful discount. We have 800,000 bus. of this low grade corn today. We don't want any more of it. We can't sell it east. There is a tip-up point where we must stop. Yesterday we dried 22,000 bus. If we had a January thaw there would have been hot corn scattered all the way from Chicago to Boston. The moisture tests started 3 years ago by the exporters demanding some safeguard. The biggest discounter today is the glucose company. They buy it because we cannot afford to handle it.

The corn froze in December and has remained frozen. We can't buy this corn. It will take us 30 days to dry the corn we have on hand.

C. B. Pierce: It is practically a parallel with the situation in wheat last year.

W. N. Eckhardt: The trouble is that the Illinois trade is attempting to contract 75 per cent of the crop before corn is matured. They even go so far as to buy it by acres. The fact is the state inspection department has been entirely too liberal in grading. During part of January the discount in Chicago was only 1 to 1½c on No. 4. If the commission loosens up on grades the price will flatten out.

Geo. W. Patten: We don't consider it wise to bone-dry corn. You can't make corn No. 2 that won't make No. 2 if dried in the sun. Corn in our private houses we dry to 15½ to 15 and ship it east as "kiln-dried."

H. H. Newell: If price of No. 3 were reduced to a parity with No. 4 it would be better for the shipper.



Dealers Attending Annual Meeting of Kansas Grain Dealers Ass'n.

Ed Andrew: The department has sustained inspection on grain that carried 19.3 and 19.4%.

Chief Grain Inspector W. Scott Cowen: From Jan. 22 to Feb. 23 on 7,800 cars of corn received there were only 837 calls for re-inspection, in which 74 were raised to No. 3, 100 cars lowered to No. 4; 249 cars were raised from sample grade and 12 were lowered to sample. Three to four cars out of five were raised in grade on re-inspection.

J. J. Stream: Baltimore has tightened on grades. Good No. 3 in Chicago will not grade mixed in Baltimore. The country shippers have overloaded our terminal markets with soft corn. In November I had 174 cars of hot corn. What can you do when No. 3 corn containing 19% moisture will not keep 5 days? The country shipper has been buying any old thing for No. 3.

W. N. Eckhardt: I have been informed that No. 3 in Toledo grades No. 4 in Buffalo.

Geo. D. Montelius: With no more accuracy than we have we should not be held so strictly.

Geo. W. Patten: We are using 30 to 60% of No. 3 yellow with best No. 4 to make contract. There is no market for No. 4 corn; we are overloaded.

Mr. Delaney: The shippers object to an ironclad specific limit. Moisture content is not the only consideration in the keeping or carrying quality.

Warehouse Commissioner Berry: The commission wants to do what is right. We ask the Illinois Ass'n to select a committee of seven to confer with a similar committee of the Board of Trade to solve this problem and make your recommendations to this commission. When you have agreed or disagreed notify me of Mr. Eckhart.

Adjourned.

MOISTURE NOTES.

Chief Culver's ears would have burned red-hot had he heard Mr. Shellabarger's characterization of Toledo inspection.

Nearly 40 Illinois shippers were present, and the Board of Trade was nearly as well represented.

Tho some heavy shippers testified they were shipping all corn to southern markets, but Mr. Eckhardt called attention to the February receipts at Chicago being about the heaviest on record.

No, Mr. Stream, the Illinois Ass'n officers did not go to make any complaint at Baltimore. Mr. Montelius was glad to inform him that the scaleage deduction there, which they investigated, has just been abolished.

Among Illinois Shippers present were: J. C. Beattie, Elwood; Ed. Burt, Shannon; R. F. Cummings, Clifton; George C. Dunaway of Ottawa; Geo. Hargreaves, Manhattan; Mr. Harrison, Dwight; Jas. Inkster, Herscher; T. E. Kelley, Mazon; J. J. Kemp, Lexington; L. Lamoreaux, Melvin; F. S. Larison, El Paso; Miles A. Leach, Cornland; Geo. D. Montelius, Piper City; T. H. Pletch, Parnell; W. E. Rich, Kankakee; J. H. Ruckrigel, Ottawa; W. L. Shellabarger, Decatur; J. A. Simpson, Minonk; S. W. Strong, Pontiac; Ed. Taylor, Kankakee; R. I. Thornton, Gardner; J. C. Tobey, Odell; H. T. Truby, Joliet; A. G. Tyng, Peoria; E. M. Wayne, Delavan; John R. Williams, Colfax.

A ride over one of the rural routes, a distance of 24 miles, a few days ago, furnished proof that some of our farmers are very careless in management. Seventeen corn cribs built of rails and full of corn were uncovered and left exposed to the rain and snows all winter, and corn scarce and worth 55c to 65c per bu. On one other route one farmer had eleven such cribs unprotected and the strange thing about this is this man sometimes lectures to institutes.—*Indiana Farmer.*

"Call" Established at Toledo.

The Toledo Produce Exchange on Feb. 16 adopted a rule establishing a call on grain to arrive, and providing that "All making of new prices by members of this Exchange shall cease until opening of Exchange next business day."

From 1:30 p. m. until 9:30 a. m. the following business day no member of this Exchange is permitted to contract for the purchase of corn or oats with another member or any other parties at prices over and above those last established on the "Call" market.

One-half cent less than final bids on the "Call" may be forwarded to dealers.

To constitute a delivery the seller is to deliver to buyer that amount of grain contracted and originating at points of shipment (in Central Freight Ass'n territory) at time specified in contract. Toledo official grades and Toledo or other C. F. A. territory official market weights to be final.

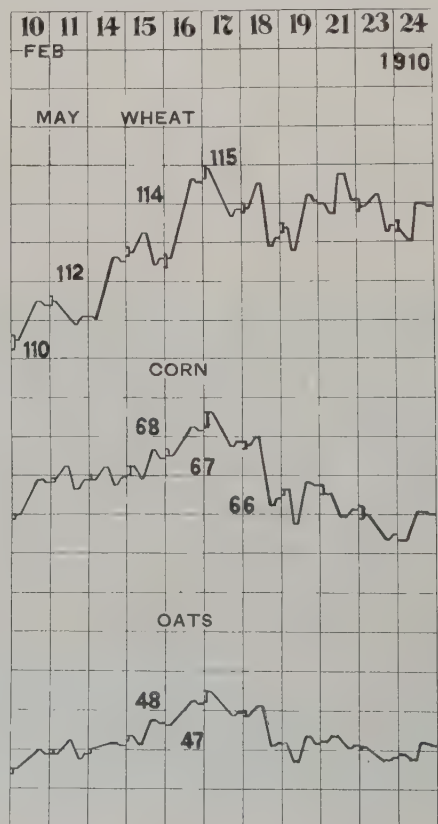
Seller must also deliver shipments originating on such lines as have established rates and percentages via Toledo to New York, buyer assuming all switching charges assessed against cars from the Toledo yards of the road bringing in the shipment.

Only such shipments as have a re-consigning privilege can be tendered on contract.

On all trades for thru billed grain the price is to be based on the published tariff rate in effect from Toledo to New York.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for 2 weeks prior to Feb. 25, are given on the chart herewith.



domestic. Differences to be equalized by the seller.

Trades are subject to $\frac{1}{2}$ c commission on corn and oats.

Where card bids are issued by any member of this Exchange, giving net prices various rate points, that member is to be governed by the following scale:

	Corn. Oats.		
New York rate.....	15%		
New York rate.....	16½	5/8	3/8
New York rate.....	17	7/8	½
New York rate.....	18	1¾	¾
New York rate.....	19	2	1½
New York rate.....	20	2½	1¾
New York rate.....	20½	2¾	1½
New York rate.....	22	3½	2½

The above deductions are to be made from the "Call" market quotations.

Grain Contracts for Future Delivery.

United States has no monopoly on trading in grain futures. Liverpool last year traded in 215,000,000 bushels of wheat futures. Actual deliveries on contracts there were only 1,160,000 bushels. London, Paris, Antwerp and other European markets trade in grain futures. Argentine, our latest and almost our greatest grain competitor, is trying to develop a future market there. Winnipeg and other Canadian markets would expand rapidly if congress should restrict our grain trade. Present system has been a great benefit to our country for many years. It may not be perfect, but do not confuse bets made in bucket-shops or puts and calls with grain contracts for future delivery made upon legitimate boards of trade.

Boards of Trade are the grain markets of the world. Buyers and sellers, the farmers, dealers, millers, exporters and speculators meet there every day in person or through brokers. They are not secret societies. Anybody can trade there. Millions of dollars are expended annually in gathering information regarding crops, supplies and demand, present and prospective and spreading it broadcast. Press associations keep the general public informed and the farmer gets it by phone and in the daily papers. Leading markets have continuous quotations posted wherever they are wanted for legitimate purposes. The information enables everybody to trade intelligently. It enables grain dealers to work upon a smaller margin than in any other business, directly benefiting both producer and consumer. Only an eighth commission is charged on futures and half cent on most cash grain. Boards are not trusts. Anybody can join if he has good reputation and some capital.

Grain Contracts made upon regular boards are like any other to be filled in the future. There is no optional part, except the day of delivery during the month specified. Delivery of the actual grain does not occur in every case, but it is intended when the contract is made. Sellers might be disappointed in their crops or find a better market elsewhere and hence wish to cover the sale in the open market. Ninety-five per cent of the money transactions are settled through clearing-houses with checks. The actual money seldom changes hands. In Liverpool, last year, only half of one per cent of the wheat futures traded in was actually delivered. Grain settlements are proper and legal. Supreme Court of United States so decided May 8, 1905, when Associate Justice Holmes said: "The sales in the pits are binding. A setoff is in effect a legal delivery. The fact is no more wonderful than the enormous disproportion between the currency of the country and contracts for the payment of money."

Speculation enters into every kind of business activity. Lazy money does not develop our country. Farmers take chances. Manufacturers, jobbers and retailers all seek orders months ahead and speculate upon the future demand. They watch the crop outlook as do the railroads, and depend upon the boards of trade for most of their information. Speculation takes the crops when farmers are most anxious to sell and carries the surplus until wanted by millers, feeders and exporters. Restrict legitimate speculation and you restrict the demand. There are two kinds of speculation, legitimate and illegitimate. One moves the crops, the other is mere gambling. There is as much difference between regular boards of trade and bucket-shops as between national and faro banks.—C. A. King & Co.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Allowances for transfer of grain are covered by the C. C. C. & St. L. in ICC 5144, effective Apr. 1.

Rates from points on its Ohio River division to stations on the N. & W. are quoted by the B. & O. in ICC 9048, effective Mar. 12.

In ICC 2245, effective Mar. 4, the Wabash announces elevation and transfer allowances at St. Louis.

The Soo Line will put in new rates Mar. 10 from Minneapolis to the Ohio River on grain originating beyond, as quoted in ICC 2654.

New rates from points in Illinois to Toledo and Detroit will be made effective Mar. 15 by the Burlington in its tariff ICC 9891.

The B. & O. S. W. quotes export rates on grain from Illinois River landings to Philadelphia and Baltimore in ICC 6565, effective Mar. 15.

Sup. 5 to ICC 4657, effective state Feb. 13, interstate Mar. 6, has been filed by the C. C. C. & St. L. announcing rate of 10c on eltr. dust and oat clippings from Toledo to Peoria.

Announcement has been made by the Wabash in ICC 2252, effective Mar. 9, of rates on corn from Chicago and Toledo to points in New Brunswick, Nova Scotia and Ontario.

Sup. 6 to ICC 2390, effective Feb. 9, has been filed by the Vandalia announcing allowances for transfer of grain at points in Ill. and Mo. (originally rejected, now accepted for refiling).

Announcement is made by the C. & N. W. in Sup. 13 to ICC 6907, effective Mar. 8, of rates on grain and flaxseed between Chicago, Peoria, St. Paul, Duluth and stations in Ia., Minn., N. Dak. and S. Dak.

A 9-c rate on barley, corn, oats and rye from St. Louis and East St. Louis to Kansas City will be made effective Mar. 14 by the Rock Island. To Atchison, Leavenworth and St. Joseph the rate will be 8c.

The West Shore has announced in ICC B4459, effective Feb. 25, rates on wheat, corn, rye, oats, barley and flaxseed ex-lake, from and thru eltrs. at Buffalo to points taking Boston rates and stations on Maine Cent.

In Sup. 4 to ICC 4648, effective Feb. 27, the C C C & St L announces a rate of 12c on barley, buckwheat, corn, kaffir corn, oats and popcorn from Sandusky, O., (ex-lake) to Cairo and Thebes, Ill., and 8½c to Peoria.

ICC 993, effective Feb. 28, has been filed by the Grand R and I announcing rates on grain and grain products from points on that line, also Mackinaw City, Mich., (when from beyond) to eastern and Canadian points.

Rules and regulations, effective Feb. 1, governing payment for grain doors furnished at St. Louis, and East St. Louis or other points within St. Louis and E. St. Louis switching district are announced by the Ill Cent in ICC A5952.

Effective Mar. 5 the C & N W announces in ICC 7132, rates on wheat, corn, oats, rye and barley from stations on that road in Ia., N. Dak., and S. Dak., to Cairo, Ill., Memphis and New Orleans; also points taking New Orleans rates.

Effective Mar. 5, the Ill. Cent. has filed ICC A7769 giving rates on grain from Omaha, So. Omaha and Council Bluffs (when originating beyond) to Cincinnati, Jeffersonville, Ind., Louisville and New Albany, Ind. (when destined beyond).

In Sup. 6 to ICC 4089 rates are given by the Ill Cent, effective Mar. 15, on barley, corn, oats and wheat from points on the Ill Cent and Ind Sou to points in Ky. and Tenn. to be milled in transit and re-shipped via Ill Cent to points beyond.

ICC A7755 has been filed by the Ill Cent giving rates on grain and grain products effective Feb. 20 from Bloomington, Chicago, Decatur, Joliet, Peoria, Springfield, Ill., Cedar Falls, Cedar Rapids and Waterloo, Ia., to stations in Minn. and Wis.

In Sup. 7 to ICC 9314, effective Mar. 10, the C B & Q announces rates on grain and grain products between Chicago, Peoria, St. Louis and St. Paul and points taking same rates and stations in Ia., and Missouri and from points in Ia. and Mo. to southern points.

ICC B2076, effective Mar. 11, has been filed by the C. M. & St. P. announcing rates on barley, corn, clover seed, millet seed, oats, rye and wheat from points on that road to Chicago, Milwaukee and points taking Chicago rates, to be cleaned in transit at Sioux City.

Correcting its commodity list the L E & W, in Sup. 1 to ICC 1936, effective Mar. 3, announces rates on grain and grain products from stations on that line, also from Peoria, Crandall and Bloomington, Ill., (from beyond) to points in Connecticut, Del., Maine and Maryland.

Sup. 2 to ICC A17 has been filed by the Sou Frt Assn announcing rates on grain and grain products from St. Louis, Carondelet, Mo., E. St. Louis, Madison, Venice, Granite City, E. Carondelet and Vulcan, Ill., to points in Tenn., La., Ala., Fla., Miss., and interior Miss. junction points.

Sup. 8 to ICC A6625 has been filed by the Ill Cent (effective, state, Jan. 27; interstate, Mar. 5) announcing rates on barley, corn, oats, rye and wheat from stations on the Ill Cent in Ill., Ind., and Wis., also St. Louis and Paducah, Ky., to Chicago and Chicago suburban stations.

A rate of 12c on wheat only and 11c on corn, oats, rye and barley, effective

Feb. 23, has been announced by the C Gt W in ICC 4747 from Kan City, Mo., Leavenworth, Kan. and St. Joseph, Mo., (brot into these cities over any road) to Minneapolis, Minn. Transfer, St. Paul and South St. Paul.

Announcement has been made by the C Gt W in ICC 4754, effective March 2, of rates on wheat, corn, oats, rye and barley (only) from Minneapolis, Minn. Transfer, St. Paul and So. St. Paul (when brot to these points over any railroad) to Kansas City, St. Joseph and Leavenworth, as follows: wheat, only, 12c; corn, oats, rye and barley, only, 11c.

Grain Growing in California.

BY S. D. MEAD.

The manner in which the enormous grain crop of the Pacific coast is harvested is amazing to a Hoosier grain dealer and grower. With the advent of modern farming implements the western grower has branched out until his operations and methods are equalled only in the northwestern wheatfields.

Rapid strides have been made in the state of California, principally through the medium of modern machinery. In place of the old ox team a traction engine furnishes the motive power for their plows which turn from ten to twelve feet. In some cases, however, horses are used on plows with half the capacity of those drawn by steam power. It requires ten animals, two abreast, to move a plow with five and six gangs, turning as many feet.

Wheat and barley are the main grain crops in California. Some oats are sown, but mostly for hay.

The preparation of the seed bed and the drilling of the seed is conducted on the same extensive scale.

The harvesting is done with a combined header and thresher and separator drawn by from twenty-eight to thirty animals, and cutting twenty-four to thirty-two feet in width. The wheat is delivered into bags which are sewed, weighed and then dumped on the ground in bunches of four. The straw is delivered to a trailing cart which dumps about one hundred pounds automatically. These machines will cut from forty to sixty acres a day and the entire crew comprises only three men—a driver, one to sew and dump the bags, the other to operate the levers and oversee the machinery. Owing to the continued dry weather and the nature of the straw, ripened grain will easily stand three weeks, giving ample time to harvest large areas with a nominal force, also permitting the grain to lie in the fields for several weeks, or until the harvest is over, when the grain is hauled to market. Six and eight-horse teams furnish the motive power for the transportation of the grain from the field to market.



Harvesting Wheat in California with Combined Header and Separator.

Passing of Title to Grain on Exchange Floor.

In the suit by E. L. Welch Co. v. Lahart Elevator Co. the Supreme Court of Minnesota on Dec. 10 decided that it is a question of fact whether the parties to a sale of grain on the floor of the Minneapolis Chamber of Commerce intend that title shall not pass until payment is made or passes at the time notice is given of application on contract. The decision of the district court of Hennepin County in favor of the Lahart Elevator Co. has been reversed by the Supreme Court.

On Feb. 6, 1907, E. L. Welch Co. and W. B. Mohler, both members of the Chamber of Commerce of Minneapolis, entered into a transaction on the floor of the Chamber by which appellant, through its sec'y. Mr. McClatchie, agreed to sell to Mohler 5,000 bus. No. 1 Northern wheat at 83 $\frac{3}{4}$ cents per bu., to arrive at Minneapolis at any time before June 1st.

On Apr. 17 two cars of wheat were shipped to appellant at Minneapolis by the Mapes Farmers' Elevator Co., and a B/L was issued by the Great Northern Railway on that day to appellant as consignee. A similar shipment was made on Apr. 19. The first two cars were inspected by the state grain inspector on the 22d of April, and the next two on April 23d, and certificates of inspection accordingly issued. Samples of the wheat and notations of inspection were placed for exhibition on the floor of the board, and Mohler signified his acceptance of the wheat, and thereupon, Apr. 22, E. L. Welch Co. sent Mr. Mohler the following notice:

"We apply on sale to you today of:	Remarks.
Car. Initial. Grade.	
23724 G. N. 1° 1	L. Sale 2-6-5 M
29738 " " 1° 2	

The capital letter "L" indicated that the wheat was to go to respondent's elevator. On Apr. 23d a similar notice was sent with respect to two cars, Nos. 14072 and 29592, which arrived in Minneapolis on the 22d and 23d of April, respectively, the Bs/L for which were held by appellant, and the freight paid by it.

On April 13, 1907, Mohler sold to respondent, on the floor of the Chamber, 10,000 bushels of cash wheat, to arrive, and confirmed the sale as follows:

"Minneapolis, Minn., Apr. 22, 1907:	
"Lahart Ele. Co.—Dear Sir: Confirm delivery to you today of:	
Car. Initial. Grade.	Remarks.
23724 G. N. 1° 1	L. via St. L.
29738 " " 1° 2	

On May 12 one of the four cars, No. 14072, arrived at respondent's elevator and the grain was unloaded, and on the same day weighed by the deputy state weighmaster on scales in the elevator, and report made that night to the state weighmaster in Minneapolis. The following morning, May 13th, appellant obtained the quantity of grain from the state weighmaster's office, and at once made demand on Mohler for the amount, who notified appellant that he was in trouble and could not pay for it. Thereupon appellant sent written notice to respondent not to unload the other three cars, and was informed that they were already unloaded. The deputy state weighmaster testified that the three cars were weighed May 13th, and that the last car was not completely unloaded until after 11 o'clock that morning. The weights were not made public until May 14th. There was a dispute as to the time the notice not to unload was received, respondent claiming that it was 3 o'clock p. m. May 13th.

while appellant claims that it was sent about 11 o'clock a. m.

The court said: The February contract, made on the floor of the Chamber was executory. It was immediately binding upon the parties, but was to be executed in the future. Title to the wheat did not pass at the date of the contract, because it was a present agreement for future delivery of grain upon payment of cash. The parties did not intend the grain should be paid for at the time notices were issued, nor at the time cars were switched out of the Great Northern yards to the Milwaukee tracks, because the amount of the bill could not be estimated until the wheat was unloaded in some elevator and weighed. If the contract was completed upon service of the application notices, or at the time the cars were switched onto the Milwaukee tracks, then the subsequent weighing of the grain may be considered a mere incident to delivery, for the purpose of ascertaining the exact amount of the contents of each car, and the seller took the chance of recovering payment from the purchaser after parting with control of the grain. The fact that nothing further remained to be done by the seller to complete delivery after giving the switching order was evidence tending to show that it was the intention to part with possession and title at that time. There are other facts, however, giving rise to other inferences. The switching order was not delivered by the seller and executed by the railroad company until some time after the notices of application were sent by appellant to Mohler. The seller still held the Bs/L, and until unloaded the cars were still under his control. This is important, as bearing on the question of delivery. It is consistent with appellants' claim that delivery was not complete until the grain was weighed.

Unloading and weighing at the elevator and payment were substantially concurrent acts, and, unless the general rule was changed by the method of transacting business on the Chamber, title did not pass until the grain was paid for. The wheat having been unloaded, it was impossible to secure possession, and the rights of the parties became fixed upon refusal to make payment. If it conclusively appears, from the method of dealing on the Chamber, giving notices, switching orders, weighing, and payment, that it was the intention of members, in dealing with each other in actual grain, that the seller should assume the risk of parting with his title and possession at the time of giving notices, and rely only on the responsibility of the buyer, then the order appealed from must be sustained. In our judgment the evidence does not require such conclusion. As between the seller and buyer, there is nothing in the course of dealing inconsistent with the general rule that in a cash transaction the title is not presumed to pass until payment is made. As to subsequent purchasers on the board, who buy grain for future delivery, such transactions may be consistent with the general rule that title does not pass until payment is made. If the custom was established that title passed upon the giving of the application notices, the record fails to show it, and the parties to this transaction did not proceed in accordance with such understanding.

We are of opinion that the question of title was a disputed one, and that it does not conclusively appear from the evidence when title was passed and when the delivery was completed. It was a question of fact to be determined by the jury.

Consequently the trial court erred in directing a verdict for respondent. Reversed. New trial granted.—123 N. W. 821.

Imports and Exports of the Philippine Islands.

Imports into the Philippine Islands for the nine months ending September 30, 1909, included 89,348 bus. oats, 209,490 bbls. wheat flour, 549 tons hay, 257,898,354 lbs. rice, and 38,142 bus. beans and peas; against 133,381 bus. oats, 168,940 bbls. wheat flour, 1,735 tons hay, 278,889,451 lbs. of rice, and 31,603 bus. beans and peas for the corresponding months of 1908.

Of hemp, the leading article of export, the Philippines exported 125,767 tons during the nine months ending Sept. 30; against 90,865 tons during the corresponding period of 1908, as reported by the War Department.

Collapse of Seed Warehouse at Buffalo.

The collapse in the warehouse of the Whitney-Noyes Seed Co. at Buffalo is graphically depicted in the accompanying engraving. Several tons of sacked seeds stored on the four floors of the warehouse proved too great a strain for the weak floor supports, which gave way and precipitated the mass to the basement of the building and thru the front wall to the street. Fortunately the loss on the seed was not great, as recovery of the filled bags was no difficult matter.



Collapsing Floors and Seed Sacks Bursting. Thru Walls of Whitney-Noyes Seed Co.'s House at Buffalo, N. Y.

Giving the Rise of the Market.

BY UNCLE PEDRO.

In my rounds among the boys I came up against the subject, not a new one, of giving the raise. A line company once had an agent, who used to buy nearly all of the grain at his station in spite of his competitor who was a good buyer. This fellow seemed to have easy sailing. The grain came to him and his reports and figures seemed all right in every way. That station's accounts on the general office books showed a big business, but exceedingly small profit. After a while the company concluded to try another man at that station, as they imagined a wheel was loose somewhere.

As soon as the new man got into the harness he was confronted by the whole patronage, who wanted the price today with the raise for a while. This at once made plain the way the other fellow had worked. He would buy Mr. Jones corn at 50c or whatever the price was to-day, and say to him if you bring me that corn, you can wait a couple weeks for the pay and if it goes up during that time you can have the raise.

For instance Mr. Jones would deliver 500 bus. of wheat on Sept. 16 when the price was 80c. The wheat settlement goes over to Sept. 30. The market advances to 83c and Mr. Jones receives 83c.

Then again Mr. Jones hauls in 500 more wheat Oct. 6. Wheat is 83c, but he leaves the settlement open until Oct. 15 and comes in for his money. Wheat is only 79c then, but the agent gives Mr. Jones 83c and reports the purchase as made Oct. 6, while the first deal he reports as made Sept. 30.

This leaves the general office in the dark because, they know the wheat was worth 83c on those dates. That form of buying is often indulged in a little here and there but of course is opposed to good business principles.

Agents would not care to buy so much if they had a true ideal or if line elevator managers would be more personal with their men. Both would be better off. What I mean by "personal" is to get fully acquainted, visit the stations frequently and have genuine personal visits.

See for themselves the real conditions, go to dinner with the agent and make him think he has an interest in things.

Some agents seem to think that all the company wants is grain, and lots of it. While that is the prime object, the one thing necessary is profit. An agent better send in one car, properly handled upon which a good margin is made, than to "tare a bone out" and send in two or three cars without any profit.

Other agents get a great hungering for profits and will watch their chance to buy a load every now and then a little below the market, because the seller is not posted. Boys don't do that. You may make a dollar for the boss now and then that way, but the patrons will soon lose confidence in you and cuss the company. In the end the boss will lose two dollars for every one you make that way. Give your patrons a square deal. If a boy brings a load give him just as good a deal as if his dad or a railroad lawyer brought it. Treat your customers all alike, according to their grain. Think just as much of your patrons as you do of your boss. Don't think your boss is the whole cheese in the job question. If you don't have a solid bunch of patrons you will not keep your job long. Think just as much of your boss as your patrons; treat all men right.

Don't think you have to do little mean things to keep your job; place your ideal higher. The writer is not talking from hear-say or newspaper clippings, but has been through the mill and if I ever strike a boss that is so little as to want me to be-fumble prices on the unlearned or skin in weights, we will have a separation forthwith. I have worked for various concerns and I haven't found any such yet.

By the way, what I have said regarding agents, will fit the whole fraternity, like a kid glove on a school marm's hand.

While in the eltr. business I enjoyed the Grain Dealers Journal and think no man who is running an eltr. or dealing in grain or feed can afford to be without it. —Mark Havenhill, formerly mgr. Fox Eltr. Co., Fox, Ill.

New Elevator and Feed Mill at Chicago.

The Walther Grain Co. have completed their excellent new plant on the site of the one recently destroyed by fire, and on adjoining ground, in the Englewood district of Chicago. As shown in the accompanying engraving, it is a substantial structure, constructed of brick, and interiorly it is well equipped. It has its own power, heating and lighting plant, Nernst factory lamps and the mechanical equipment for the handling of grain and feed is of the latest type. Included in the equipment are an upright oat clipper, oat crusher, feed mill, automatic mixing scale, Richardson Automatic Scale, 1,200-bu. hopper scale, 8-ton wagon scale and all necessary conveying and elevating machinery. Individual motors are provided for each machine as well as for all conveyors and the steam shovel, for unloading cars. The assertion is made that it is the only plant in Chicago with a complete system of automatic scales for weighing all grain in sacks of even weight.

The building is a combination warehouse and elevator of brick and concrete, its dimensions being 56x100 ft. The warehouse, of 2 stories, is of mill construction; the entire first and basement floors are of concrete. The second floor and roof are of mill construction.

The elevator has bulk storage capacity of 18,000 bus. and, in addition, the warehouse has a capacity of 35 carloads of sacked grain and mill feed. The grain is unloaded direct from the cars into the hopper scale and from the scale over the cleaner into the bins, all in one operation. The grain is then weighed by automatic scales into sacks of even weight, sewed and elevated by a bag conveyor from the basement to the second floor.

All loading of teams is done by chutes from the second floor and from the rear, or track side, of the warehouse cars are loaded thru chutes from the second floor. A. F. Walther founded his extensive business in 1889. The plant just finished will permit of an added output and much of this will find an outlet in eastern markets. Grain will be ground, bagged and shipped to consumers in the eastern states. The plant was erected by the Seckner Co.

The Grain Dealers Journal is part of our equipment—couldn't do without it.—M. Young & Co., Winterset, Ia.

I feel certain that it will be impossible for farmers of the United States to dictate wheat prices to the rest of the world, with other countries offering supplies at prices relatively far below ours. With the winter wheat outlook in this country (the best that we have had in a decade), coupled with an acreage by government figures, one of the largest, if not the largest on record, we believe that even this tendency on the part of the farmer will have to be speedily overcome and unless we get down to a level which will permit of our finding an outlet for some of the surplus wheat of the United States, the American farmer will be left holding the bag. If I am wrong in my predictions, then, we must necessarily have a readjustment in the wage scale of this country as it will take a hypnotist to convince the average wage earner that we are enjoying prosperity, with all the necessities of life commanding famine prices in a time of plenty.—W. E. White of Finley Barrell & Co.



New Elevator and Feed Mill of Walther Grain Co., at Chicago, Ill.

Seeds

Philadelphia received, during January, 325 bags clover seed and 257 bags timothy seed; other grass seed none.

The Poole Seed & Imp. Co. has been incorporated at Tacoma, Wash., with capital stock of \$25,000.

Damage estimated at \$1,000 was caused by fire in the store of the Jones Seed Co., Grand Rapids, Mich., Feb. 3.

The Tucker Seed House of Carthage, Mo., has bot the seed business of the Carthage Seed Co. of that city.

S. F. Mercer and J. H. Magoris have opened a seed store at Larimore, N. D., which will be known as the M. & M. Seed Co.

There is quite a demand in St. Louis for cornfield or cow peas. The yield of peas in some places is deficient, particularly at some points in the south.—Chas. E. Prunty.

Seed corn from a demolished car was scattered in the freight yards of Des Moines Feb. 10 when a Minneapolis & St. Louis train collided with a string of Rock Island cars.

Foreign exporters and Eastern importers have been offering foreign Kaffir corn at very reasonable prices. From quantities offered it looks as tho a lot of seed will be imported, says a leading dealer.

The National Seed Co. has been incorporated at St. Louis by the incorporators of the Schisler Seed Co., excepting C. Wm. Koenig, whose name does not appear; capital stock, \$20,000, half paid up.

ICC 2253, effective March 11, has been filed by the Wabash, announcing rates on flaxseed, millet and Hungarian seed, grain and millstuffs between Kansas City, Mo., and stations in Mo. and Ia. on the Wabash.

Flaxseed from Argentina has been imported into this country recently to the amount of 176,000 bus. The present high price makes the importation profitable, tho the United States is the largest producer of flaxseed.

London, Eng.—In the absence of new English red clover seed, yearling moves quietly off. Fine French and Russian reds also in demand. Chilian and Hungarian quiet. Alsikes unchanged in both Canadian and American seed. Whites

rising for fine qualities; medium to low without movement.—John Picard & Co.

Toledo received during the week ended Feb. 19 2,340 bags of clover seed and shipped 4,700 bags, compared with 3,800 bags received and 2,030 shipped during the corresponding week of 1909. During the present season Toledo has received 41,000 bags of clover seed and shipped 29,200; against 115,300 received and 76,200 shipped during the corresponding period of last season.

The franking of seeds sent by congressmen to their constituents adds materially to the postal deficit, as shown by figures from the Department of Agriculture. It is stated that the total weight of vegetable seeds sent thru the mails, including the containers, is 1,351,390 lbs. The postage on vegetable seeds at second class rates would be \$135,513.90 annually. The total weight of flower seeds sent thru the mails last year was 76,073 lbs., on which the total postage, if paid, would be \$760.63.

Chicago received during the week ending Feb. 19, 969,500 lbs. timothy seed, 243,700 lbs. clover seed, 773,000 lbs. other grass seeds and 26,000 bus. of flaxseed; against 488,800 lbs. timothy seed, 307,900 lbs. clover seed, 289,360 lbs. other grass seeds and 15,000 bus. flaxseed during the corresponding week of 1909. Shipments for the week were 1,602,000 lbs. timothy seed, 268,317 lbs. clover seed, 1,243,000 lbs. other grass seeds and 5,177 bus. flaxseed; against 655,400 lbs. timothy seed, 70,600 lbs. clover seed, 1,597,900 lbs. other grass seeds and no flaxseed during the corresponding week of 1909.

An Ohio shipper who has considerable clover seed on hand asks if it wouldn't be best to sell it and buy October. If one has the "fever" to carry seed until next fall or a year hence and has any on hand, they most assuredly should sell the cash and buy an equal amount of October. By doing this they get the prevailing premium for cash seed over October, save the cost of carrying, etc. Of course it may be best to sell the cash and not take on any October at all, but if one has the "holding fever," they should not carry over the cash seed while it is commanding such a premium over October.—J. F. Zahm & Co.

A seed dealer of Leith, Scotland, after having traveled thru Europe, writes C. A. King & Co.: Red clover seed crops in England, Holland, Belgium and most of Germany are total failures. Crop in northern France very poor, central part small, but south fair. Northern Italy also had

fair crop. Total French crop only fifth last year's. Most of French offerings are 1908 crop and some even older. Austrian crop poor and Hungarian average, but quality too poor for export. Russian crop large, but Germany, Austria and Scandinavia will absorb all the surplus. Great Britain importing French, Hungarian and Chilian reds. Europe will not need American seed and may have a little for export.

Congressional seed labels are not public documents, according to a recent decision of the postoffice department. The decision is directly contrary to the contention of Representative Murphy of Missouri, who was angered when the department refused to accept for mailing packages of seed with labels upon them. Murphy's opinion is that the labels are just as much entitled to free transmission in the mails as the seeds themselves. Both, he said, pertain to the public business which falls to the lot of every congressman. If the congressman desires to have addresses put on the labels at his home, according to Murphy, he should be allowed to send these undressed labels thru the mails without cost. This has been the practice for years. In fact, many members not only send their seed labels through the mails, but there have been instances where wearing apparel has been "franked." Mr. Murphy has introduced a bill to have seed labels declared public documents within the meaning of the postal laws.

It would be well if the farmers could be heard from on the question of sending out free seeds from congressmen to the voters in their districts. Among the objections to the system is the great expense to the government for purchase of seeds, putting up, mailing, etc. There are about 8,000,000 packages sent out annually, or some 20,000 packages by each representative. Another objection is that the seeds are rarely of any account, and they are nothing rare or new, but such as can be bought at any grocery store. It was the intent when the law was first passed to use the amount appropriated in buying new and valuable seeds in foreign countries, which were not to be had otherwise. It was a wise and worthy purpose in that early day when our seed establishments were few and small, but is entirely unnecessary now, when anything new and good abroad is quickly picked up and propagated by our enterprising seedsmen and put on the market.—*Indiana Farmer*.

For seed alfalfa should be cut about the time when half of the pods are brown. If cut too late some of the seeds will



Cleaning House and Warehouse No. 1 of Minneapolis Seed Company.

have lost the fresh olive color so desirable in good seed. If too early, many seeds will be immature and will cure up green and quite shriveled. On account of the mode of flowering it never will be possible to save all the seed that a plant will produce, since when the lowest in the head are ripe, the uppermost are immature or scarcely formed. The crop is harvested in the same way as for hay tho many growers use self binders, which are very satisfactory. The seed usually is threshed from the windrow or cock, after the hay has been thoroly cured. From five to seven bus. per acre is an average yield. The seed should not be exposed too long to sunlight, which apparently causes browning, nor be allowed to heat. The hay after threshing has about one-half the value of the unthreshed, if it has been well cured and the leaves are not lost.—Bulletin No. 109, Texas Agri. Exp. Sta.

The sweet clover hay which grows so abundantly on the roadsides and in vacant fields is not necessarily a weed. While not strictly speaking a clover, it has the same power of land enrichment that belongs to either of the more favored clovers. It is not desirable as a hay crop, however, nor is it desirable as a pasture except when sowed thick, pastured early and kept from going to seed. It is said that the yellow flowered variety has much less of the unpalatable taste, has more leaves and is in every way more desirable for pasture. There comes a time in every country, however, when it becomes more difficult to grow the usual varieties. It reached that period in England long ago and in more recent years in the eastern parts of the United States; and it will no doubt in years to come be more difficult to grow red clover in any part of the United States than it is now; just why, no per-

son certainly knows. Therefore, it is well to keep your eye on this sweet clover which we have heretofore called a weed.—Wallace's Farmer.

New Warehouses of Minneapolis Seed Co.

The entire plant of the Minneapolis Seed Co., shown in the accompanying engravings, is situated on the Chicago, Milwaukee & St. Paul Ry. with switching connections to all other roads. The plant of the company includes a cleaning house of 30,000 bus. capacity, equipped with modern cleaners of various kinds, the capacity being about 2,000 bags of seed per day.

All seed is weighed in and out on track scales and three dormant warehouse scales, all equipped with registering beams, these dormant scales being the first in the country to be equipped with registering device.

The new warehouse No. 1, for storage, is constructed of concrete, its dimensions being 150x35. Warehouse No. 2 is of brick and concrete, 150x42, three stories high with basement, all thoroly fireproof. The motive power for cleaning and handling is furnished by electric motors of varying sizes.

Warehouse No. 2, recently completed, is equipped with belt conveyors connecting with the cleaning house and an electric automatic elevator. It was built by J. & W. A. Elliott.

This entire plant was designed especially for the handling and re-cleaning of all kinds of seed and seed grain and is modern in every respect.

The high price of corn, it is said, has caused the closing down of every licensed distillery in southwest Missouri.

How to Burn an Elevator.

BY I. B. ARSON.

Defective flues cause many fires. Are the flues around your elevator in good shape? If not, why not? If your elevator should burn from this cause, and fire other property, isn't there just a little bit of contributory negligence on your part? Examine your flues frequently, and see that they are in good shape. If they are not, remedy defects at once and keep on the safe side.

* * *

Did you ever load your stove up with fuel, close the draughts, and then run down town on an errand? Of course you did, and luckily everything was all right when you came back. Suppose while you were gone, the fire bell should ring, and when you went out to see where the fire was found it was your elevator. This is what happened to one elevator man a short while ago. Had it been you, you would have said what he did, "I don't see how it could have occurred." But it did.

Possibly, the stove exploded. Nobody knows, because the stove was burned with the balance of the elevator. Now, wouldn't it be just as well to recognize the fact that a stove filled with fuel is a dangerous thing to leave alone, and arrange matters accordingly. And wouldn't it be a good idea also to tack up a sign in your office that you and you only will attend to the firing? We think it would.

Canada has signed a commercial treaty with Germany which puts the latter country in the same position as the United States. This is expected to result in Canada securing free entrance of its wheat into Germany, or its acceptance at same rate as from other countries.



Warehouse No. 2 of Minneapolis Seed Company, at Minneapolis, Minn.

Leaking Cars and Coopering.

[Paper read by H. A. Foss, Chicago Board of Trade Weighmaster, at annual meeting of Kansas Grain Dealers Ass'n.]

It may occur to some that this subject is worn out. However, this can hardly be considered a correct view so long as cars continue to scatter grain along every track and every railroad yard, as indicated by weighmasters' published reports. The time has come when cheaper material than grain can be used for grading the railway's road-bed.

To those who may care to hear about the causes of leakage, I am going to give a report of the proceedings of a conference which took place between representatives of various grain-carrying railroads and the Weighing Department of the Chicago Board of Trade. The discussions which took place at that meeting will undoubtedly be of interest to those who have not seen the report.

For the shippers who are interested in the care and correction of scales (a subject closely related to the shortage problem) I have brought with me for distribution a few copies of our "Shippers Manual." This booklet also takes up the methods and customs of our Chicago Weighing Department in determining the quantity of grain in cars; the methods by which the railroads deliver the grain at terminal points; and how the elevators handle and care for it.

Many remedies have been suggested or explained in describing the various causes for shortage which are considered in the "Shippers Manual," and in the report of the Railway-Weighing Department conference. This showing, if accurate, clearly demonstrates that in spite of all other difficulties and deficiencies, the chief remedies for the principal causes of short weights are in the hands of the initial shipper and the terminal weighmaster. Hence, that we may combat successfully the shortage evil, these two forces must join hands, co-operate in their measures, and work with one common aim. Failing to do this, the consequent ill-feeling will go on day after day without interruption—and all because of misunderstanding,—and the lack of proper explanations by those concerned. We go on complaining and explaining without co-operating. The result is that inves-

tigations and claims innumerable are pigeon-holed and relegated to the wastebasket, resulting in irritation, contention and ill-feeling.

When a shipper receives an account sales, which shows an excessive shrinkage on a shipment of grain, it is safe to predict that he is not in a very pleasant frame of mind; and what he probably says, at such a time, will not bear repeating on this occasion. Suffice it to say, that the state of his feelings will perhaps excuse him for indulging in exaggerations, and expressions of censure and doubt, when writing the terminal weighmaster about his trouble. As an illustration of this, I am going to refer to a few instances where bitter letters have been written, and severe incriminations made over shortages that do not exist. These complaints will illustrate the cause,—and also the remedy,—for many shortages and the resultant ill-feeling.

My first case refers to an eastern miller who had been buying grain in the Chicago market, and experiencing trouble with his weights. Here is what he wrote to a Chicago grain man:

"We notice the cars of wheat we are getting from Chicago are running short five bushels to the car; this is too much shortage—five bushels loss to the car just knocks out our profit.

"On cars we are receiving from country elevators and other markets, the shortage does not run over a bushel to the car. Other markets' weights are running better than Chicago's. The millers won't stand for it,—they will put their heads together and do something,—while we don't like to make threats and are not in the habit of doing so, the millers of this country will not stand for these losses by shortage from Chicago.

"Our track scales are tested every day or two with our inside hopper scales, and there is not more than 20 pounds variation."

Upon receipt of this complaint, we had the miller's scale tested, and we found it incorrect to the amount of his shortages. We also found that he had not made comparative weighings between his two scales, as set forth in his letter; that his scale had not been tested in over a year; and that his Chicago cars had held out better than the cars from any other point, notwithstanding his statement to the contrary.

A Wisconsin shipper wrote:

"I cannot stand the shortages which I am compelled to bear on the cars I send to your market. I have had an expert go over my scales so I know my weights are correct. Something must be done to stop this 'outrage.'"

In answering I asked the shipper to send me his loading weights on his next shipment. He complied by sending me his weights on a lot of 10 cars, 7 of which were weighed on the same hopper scale used in weighing the shipments that fell short. The 3 remaining cars were weighed on a wagon scale at another station. We checked the out-turns of all 10 loads as follows:

The 3 wagon-scale-cars held out all right, while the 7 hopper-scale-cars were all excessively short in weight. Thereupon, an examination was made of the loading spout leading from the shipper's hopper scale to his loading track, and a hole was found in the bottom which permitted grain, intended for cars, to leak into one of his house bins. This explained the "outrage" to his entire satisfaction.

Another shipper, who always estimates the quantity of grain he loads, complained of a 20,000 pound shortage on a car of oats, and referred to the apparent loss as "highway robbery." He claimed that he had loaded this particular car full, as was his custom when loading oats, but that he had received returns for 20,000 pounds less than his average loads. An investigation of the matter disclosed the fact that the oats loaded into this car tested but 21 pounds to the bushel, while the cars he had used as a comparison contained heavy oats. The great variation in the density had caused him to over-estimate the quantity loaded. And it did not require a Sherlock Holmes to unravel the mystery,—and locate the—"highway robber."

Then there is the shortage in weight to be explained to the man who complained to us some years ago as follows:

"I have received returns on car 4826, and notice that it is short of the amount I loaded. I was very careful in handling this car, and the shortage is too much. I first weighed a barrel full of oats, and it showed the barrel held 116 pounds, struck measure. I then loaded into the car 512 barrels. I counted the barrels myself, so, you see, I loaded 416 pounds more than I was paid



A Defective Car That Should Not Have Been Loaded.



Patent Wooden Door. Hole Chopped Thru.

for, which is too much shrink for me to stand. How can you account for this?"

I do not want to convey the idea that shippers do not have just grounds for complaint,—for they do. My aim in discussing this phase of the weight subject, is merely to increase the sum total of satisfactory results by inducing the initial weighmaster to practice care, and record the weights which he expects the terminal reports on his cars to equal. There is no question about it—shippers often sustain losses for which they are in no way responsible. Any one familiar with the subject knows full well there are many conditions conducive to shortage over which the initial shipper and the terminal weighmaster have no control.

A short time ago I found a car leaking wheat in a Chicago railroad yard. It had scattered grain all along the tracks for blocks, and yet, when the car was delivered to the unloading elevator, it was in good order, and showed no signs of leakage.

Stealing: To emphasize another cause for shortage, I shall quote from the last annual report of the Chicago Weighing Department, which refers to conditions that exist at every terminal market, and sometimes at junction points, and at country shipping stations, too, and which account for many discrepancies in weights that go unexplained. The report reads as follows: "Our efforts during the year to prevent the stealing of grain from cars in railroad

yards resulted in 113 arrests. Of these 63 paid fines of \$1,012.80; 12 were sent to the John Worthy School; 24 were paroled to juvenile officers; 5 were sent to the Bridewell and county jail; and 9 were discharged. Included in this number are 23 who were arrested for receiving stolen grain."

To further illustrate the trouble railroads often experience with car thieves, I shall read from an article appearing in the Chicago Record-Herald, Dec. 17th last, under "New York News," as follows:

"More than one hundred thousand dollars worth of goods have been stolen recently from freight cars of three railroads, according to detectives who appeared today against four men charged with being responsible for the thefts. The men were accused of breaking into a car at Peekskill, and stealing 6,000 cigars."

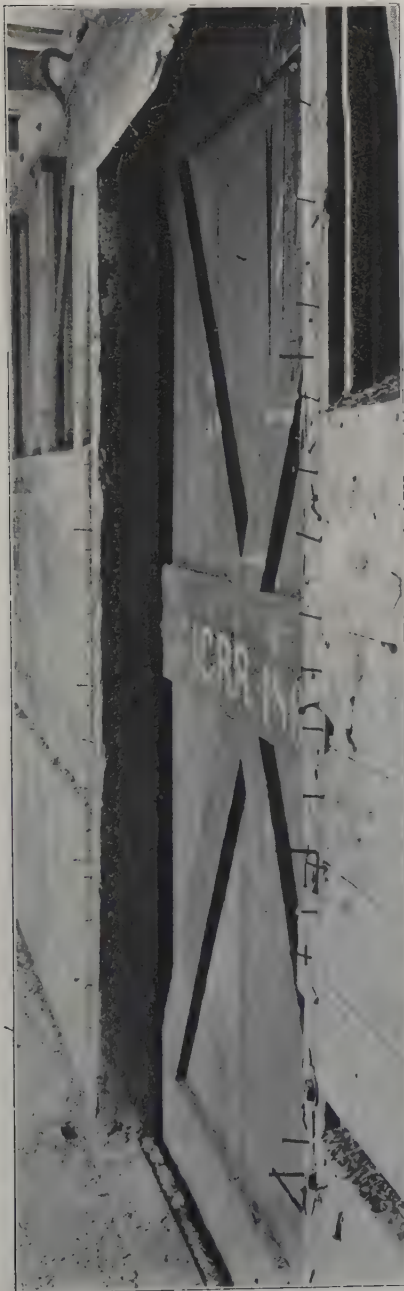
These conditions, however, are being remedied, at least in Chicago, the railroads and the Weighing Department are making a determined effort to reduce the annoyance to the minimum. But even so, there are seasons when the grain thief fight is uphill work; especially during times of congestion, when cars are stored on side tracks, and in other unprotected places waiting to be forwarded to destinations.

Detective Service: On account of the conditions I have described, the weighing department of the Chicago Board of Trade maintains a detective service. And to aid us in eliminating the grain thief, and the car sweeper, we have pending before the city council an ordinance that is intended to prohibit anyone, not the shipper's agent, or an authorized railroad employee, from sweeping any car.

I have here a picture of a group of car sweepers which should interest you. The question—What shall we do with such pretty, intelligent-looking, juvenile sweepers



Car Should Have Been Lined on the Inside.



Spikes in Door Post.



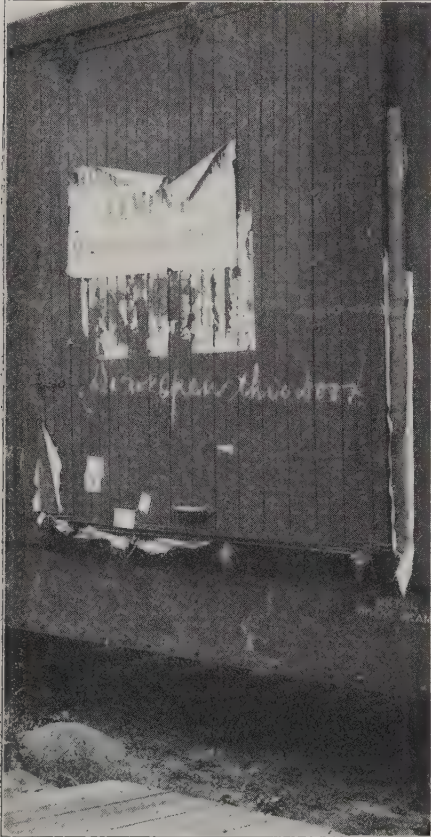
Result of Grain Door Springing.



Bent Spikes on Patent Door.

causes us much worry and concern. The environments surrounding the average railroad yard are not the best for young girls; and it is too bad that parents allow—and often send—their young children to sweep cars, and to steal grain and coal.

Leakage: Referring again to cooping cars,—loss through leakage is an item which becomes one of the most important factors, when delivered grain is weighed, in producing divergency from true initial



Grain Door Shifted by Switching.

weights;—and I have brot with me a few pictures showing defective cars which are particularly applicable to the subjects I have treated in my talk.

A defective car that should not have been loaded by the shipper is shown in my first picture. The man in front of the picture is Deputy M. L. Roberts, who has stopped the leakage by stuffing paper in the cracks.

A car with a bad end that has been repaired with wedges is shown by my next illustration. My experience has shown that such repairs to a car, constructed like this one, do not prevent leakage. The use of cloth on the inside is a more effective method.

Another car that should have been lined on the inside is shown in this picture. The man is Deputy Charles McClinton, who is using waste to stop the leakage so that the car will be delivered to the unloading elevator without further loss.

Gravity Tracks: I will show a picture of a gravity, or high track, in a Chicago Railroad yard. The rough handling of cars by gravity switching frequently causes them to leak, and often makes them unfit for grain transportation. These hill, or gravity tracks, enable the railroads, by means of numerous switches, to assort a whole train of cars by merely pushing them over the incline. Brakemen are supposed to ride on each of the several cars on their rapid journey down the hill to prevent them from being too badly mutilated.

My next picture shows a car that was damaged on the gravity track of the Pan Handle Railroad, Chicago, causing, in addition to a bursted side, a loss of over 1400 pounds of corn.

I shall show you 2 views of another car that suffered loss on account of a gravity track; the rough handling causing the grain door to shift. The first picture shows a view of the outside of the car, and the hand writing on the wall speaks for itself.

The second picture is an inside view of

the same car. Had the grain in this car been in good condition, the loss would have been unusually severe. The corn, however, being very hot, did not run freely, and thus much of it was saved.

Reasons why patent wooden grain doors are not popular with many railroad men are shown by this picture, which illustrates a result of spiking grain doors to the door posts. This patent door was spiked by the shipper with 60 penny spikes. The shipper also spiked the little wooden supplemental, or grain releasing door. In consequence, a hole was chopped in the door to release the grain. The rough treatment so often accorded patent doors of wooden construction is a draw back to their success.

The patent door shown could not be spiked on account of the iron lined door posts, so the cautious shipper drove the spikes at the sides of the posts, and then bent them over the door. He had evidently been receiving leakage reports.

Spikes in a door post, that were used in spiking another patent door are shown. In consequence of this spiking, the door was cut to pieces in opening it. The iron rods, on which the door, was operated, are all that remain to tell the tale. The shipper evidently did not propose to take any chances.

Patent Doors: The general unavoidable failure of patent doors to work freely, together with the inexcusable persistence of shippers in spiking patent doors to the door posts are to blame for their mutilation. Our experience with grain doors, we believe, justifies our conclusion that a patent door, to be entirely successful, must be made of steel.

Directors of the Quaker Oats Co., at the annual meeting to be held Mar. 11, will present the recommendation to the shareholders that the common stock be increased \$1,000,000. Of this stock only \$500,000 will be sold in 1910, and it will be offered to the shareholders at par. On Feb. 17 the directors issued a statement of the company's business for the year ended Dec. 31, 1909. It was the best in the history of the company. For the year the net profits were \$1,537,104 compared with \$1,125,748 for the preceding year. This is equal to 18.89 per cent on the common shares. The surplus for the year was \$493,271 against a surplus in 1908 of \$101,728. The total surplus for the year amounted to \$2,541,714, compared with \$2,048,443 at the end of the preceding year. At a meeting held Feb. 8 the dividend rate on the common stock was increased from a 6 to an 8 per cent basis. This, with the usual extra dividend, puts the stock on a 10 per cent yearly plane.

Vitality of Brown Alfalfa Seed.

Alfalfa seed, when fresh and in good condition, is of a bright olive green color and in form varies from a smooth kidney-shape to a short triangle, with many intermediate forms. The seed has no odor, yet buyers should invariably test it by smelling since any peculiar odor would indicate the presence of other seed or musty or mouldy conditions.

Sweet clover often is found in alfalfa seed and can be detected even when in small quantity by its odor. Large numbers of brown seed in the sample indicate that the seed is old, or else that the olive color was lost during curing. It is wrong to state that all brown seeds are dead. We have found that in alfalfa seeds as old as six years and quite brown, many will germinate, tho by no means so readily and vigorously as the fresh. Headen states that his results from six-year-old seeds show unquestionably that the age of the seed up to six years has nothing to do with the vitality. We cannot agree with him in this. A sample of seed was examined Feb. 10, 1905, in which there were by weight 29 per cent of brown and shriveled seed. The exact age of the seed was not known at that time, but it was certainly not less than two years.

Of 200 of these brown and shriveled seed, practically none germinated after ten days' test when kept moist in an incubator at 77° Fahr. The plump seed of this sample sprouted as follows: first 100, end of fourth day, 56; end of seventh day, 23; total, 81. Second 100, end of fourth day, 63; end of seventh day, 16; total, 79, which gives an average of 80 per cent for the two samples. A test of another sample of the same kind on Oct. 23, 1905, gave the following: olive seed, first 100, total germinating at end of one week, 70; second 100, 75; average, 72. Brown seed, first 100, total germinating at end of one week, 17; second 100, 12; average, 14.

Test of 200 seeds counted from entire sample gave an average of 78.5 under the same conditions and at the same time. After one week, the moist seeds remaining were so foul with different moulds that none sprouted. The age of this sample was unknown, but about 50 per cent were brown.—Bulletin No. 109, Texas Agri. Exp. Sta.



Inside View of Same Car, Grain Door Shifted by Switching.



The Shipper's Dream of Returns.

The Mystery of a Heavy Shrinkage or What Happened to a Car of Wheat.

BY H. A. FOSS, CHICAGO BOARD OF TRADE
WEIGHMASTER.

Time: Just after harvest, when new wheat is being shipped to market; and during a car shortage when the railroad company tenders you one car when you have asked for ten.

Place: State of Kansas.

Cast of Characters.

Mr. G. Shipper—A member of the Grain Dealers Ass'n of Kansas.
Mr. Grain Thief—A very naughty man.
Mr. Grader—A pitiless grain inspector.
Mr. Weigh Master—The heavy villain.

Chorus.

Switching crew.
Car repairers.
Claim agents.

ACT I.

Mr. Shipper loads a car with wheat for market.

A shipper, on a distant plain,
Where summer ripens golden grain,
His rent, and other bills to meet,
Gave to a car his treasured wheat;
Then traced, in fancy's brightest hue,
The visioned wealth that would accrue.
But ah! Vain man, count not your gain,
If too much moisture's in your grain,
For then, in transit it will heat,
And cause a shrinkage in the wheat.
Impetuous, with eager haste,
His treasure in the car he placed.
But never knew, or failed to think
How heated grain will surely shrink,
And cause a shortage in the weight,
Thus making trouble, sure as fate.

ACT II.

The car departs on its journey.
The iron steed, with shriek and roar,
And hot breath rolling on before,



The Heating Wheat Steams Some.

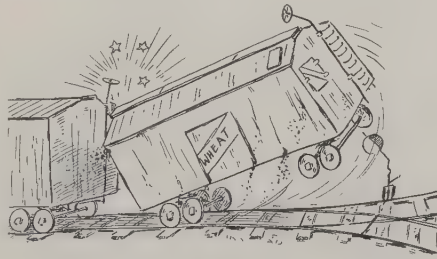
Grips, with his arms of steel, the car
And whirls it onward, fast and far,
Then stops to bathe his steaming flank
With water from the wayside tank.
Alas! What perils still beset
The hapless wheat, now warm and wet!

ACT III.

Mr. Grain Thief appears on the scene.
A watchful thief, with eyes too keen,
Cunning, his lawless course to screen,
Gained easy access to the wheat,
Stole and escaped with footsteps fleet;
And took with him such store of grain,
It made the shipper's profit wane.
What unforeseen disasters more
Shall lessen still the shipper's store?
What else will come to cause regret,
And make the shipper fume and sweat?

ACT IV.

The switching crew gets in its deadly work.
'Tis leakage now, his loss increases;
It seems his trouble never ceases.
The switching crew, with haste undue,
From yard to yard the box-car drew,
And, roughly handling, little knew
How far the leaking grain they threw.
The loaded car, once tight and strong,
Which bore its burdens safe along,
Is worn with use: till grim and old,
Scarce can its seams their treasure hold
Now, rumbling o'er the trembling bridge,
Now hanging o'er the mountain's edge,
In rayless tunnels buried deep.
Thence rushing forth with frenzied leap,—
On, and still on, o'er hills afar,
How shook and quaked that yawning car!



Gently Switched About the Yards.

Till, where the gleaming steel tracks wind,
A rill of wheat streamed far behind—
At last, the journey at an end,
The rip-track gets the car to mend,
And on the door is nailed this card,
"Please send the grain to grading yard."

ACT V.

The wheat is inspected.
Ah! careless shipper, thine the blame!
The pitiless inspector came,
With tryer long the wheat essayed,
And gave the verdict stern, "No Grade."
Then said these words with fiendish glee,
"That grain is hot—as hot can be.
From mold and must it is not free
And damaged, too, as you can see."

ACT VI.

Enters the crafty villain.
The weighmaster, whose faithful scales,
Unerring, show what loss entails,
Ends the bright dream of moneyed sales.
But when returns these facts repeat,
And show the out-put of the wheat,
Oh, what can quage the shipper's rage?
His fiery words would scorch the page—
"The grain was never hot," he swore,
He cursed and raved, his locks he tore!
And called him dub who weighed the wheat!

And other names, I'll not repeat.
He made a "Hades" in the air,
And sent the poor weighmaster there,
To cry and moan in grim despair.
In homely rhyme my tale is told,
It's moral let me now unfold,—
This teaching much is needed,



The Weighmaster Weighs What Is Left.

Your golden store of wheat, my friend,
Don't in an ancient box-car send,
Its leaks and cracks unheeded.
And don't forget, damp grain will sweat,
And cause you loss and much regret.
Just one word brief—that cunning thief
Who stole your grain for meal!
To bring relief and end your grief,
Go use a private seal.

Co-operative stores were quite numerous and popular a few years ago. Properly managed, they not only enabled their customers to save money on their purchases, but earned good dividends for the stockholders; but wise oversight and prudence gave way to carelessness, and the co-operative store has taken its place among the discarded experiments undertaken in the interest of the workingmen. Yet theoretically the idea of saving the middleman's profit is sound; practically, it did not work out.—*Equity Farm Journal*.



Shipper's Peaceful Mood Upon Receipt of Returns.

Opposition to Anti-Option Bill.

Important testimony against the Scott bill was given members of the Chicago Board of Trade at the recent hearing before the House Agricultural Committee in Washington.

On Feb. 18 the committee listened to the testimony of Walter Fitch of Chicago, who asserted that chaos in the commercial world would result from the passage of an anti-option bill.

"By passing this bill," said Mr. Fitch, "you will disturb business which it has taken 60 years to build up, and unless you are able to offer something better you will wreak havoc. There may be evils in the business methods of today, but the bills before this committee offer nothing in the way of improvement. They simply purpose to destroy."

Rep. Burleson interposed the comment that the Scott bill does not propose to restrict actual transactions, "but only prohibits a man from selling something he hasn't got and never expects to deliver, to a man who doesn't want it and never expects to receive it."

Mr. Fitch declined to accept Mr. Burleson's construction of the Scott bill and insisted that it would have a much wider effect than Mr. Burleson would admit.

Mr. Fitch announced that the Chicago Board of Trade courted the fullest investigation and that its rules and principles were built on integrity and open, fair dealing. He defended future contracts as an insurance system, without which the middlemen would have to levy double the present charges. The grades deliverable on future contracts, he described as well defined and always easily understood, so that the smallest miller could tell them by looking at them.

He prophesied that the day soon would come when the grain interests will be in Washington to argue that unless Congress wants the country to go hungry it will have to "take that duty off Canadian wheat."

John L. Messmore of St. Louis defended the hedging system. He said the trading in futures as a hedge against off grades, such as those inferior to No. 2, is a very large part of the business in the aggregate and that this large portion of the business could not be transacted if the Scott bill were enacted. Explaining this, he said it was because one could not then deliver No. 4 and No. 3 wheat on contract, one of which would be a hedge against the other to maintain parity.

The testimony of Mr. Fitch also included the statement that only about 20 per cent of the business of his firm is pure speculation. Eighty per cent, he said, represents actual trades, where men who have grain sell it to men who want to buy it.

Pres. A. S. White and Vice-Pres. J. C. F. Merrill of the Chicago Board of Trade testified before the committee Feb. 19. The ethics of corners and market letters were discussed by Mr. White, who said he disapproved of corners as "wrong, detrimental to the exchange, and disturbing to business." Mr. White said that the Chicago Board of Trade lately considered a proposed amendment to its rulings designed to prevent corners and penalizing any one defaulting in the fulfillment of his obligations to deliver. The change was voted down on the contention that it might work so as to impair the sanctity of contracts. He was of the opinion, however, that sentiment is now getting around to the point where something along that line soon would be adopted. The market letter question, he

said, had never been discussed save in an informal manner.

Vice-Pres. Merrill said there was a general sentiment among the members of the board that it was time that the exchanges, to maintain their high reputation for integrity, "should exercise some censorship over letters going out from our members."

Vice-Pres. Geo. H. Davis of the Kansas City Board of Trade said the board tried years ago to do business without future trading, but the effort was not a success.

Ward Ames of Duluth filed a brief setting forth the opposition of the Duluth Board of Trade to the Scott bill, which contended that the measure's passage would seriously interfere with the export business if not ruin it.

The other speakers in opposition to the Scott bill Feb. 19 were: A. E. Reynolds, Crawfordsville, Ind., representing the Grain Dealers National Ass'n; H. D. Irwin, grain exporter of Philadelphia; E. P. Peck, of the Omaha Grain Exchange; E. J. Furlong of Milwaukee, and F. A. Hallett of the Minneapolis Chamber of Commerce.

The hearing was continued on Feb. 22. J. W. Snyder, of the Baltimore Chamber of Commerce, when called, expressed the sentiment: "Do away with margins and we will go back to the days of Joseph." Mr. Snyder contended for the necessity of hedging operations and declared that the producer was the worst speculator of all and insisted that delivery was supposedly contemplated in all exchange transactions.

E. H. Culver, chief grain inspector at Toledo, predicted that the purely gambling operations that crept into the exchanges could and would be eliminated by boards of trade as they had been practically eliminated at Toledo thru the enforcement of a strict rule. The proposed congressional legislation, he said, would paralyze the grain trade, make it impossible for the small dealers to do business and practically wipe out every grain exchange.

E. T. Cushing of New York also appeared against the bill among the others called to testify Feb. 22, at which time the exchanges closed their side of the case.

This was a dunning letter sent out by a man in the grain trade to a very delinquent party in debt to him. It was merely this—"Man is dust. Dust settles. Are you a man?"

The rice crop of Louisiana is estimated at 3,007,896 bags; Texas, 2,390,217; Arkansas, 325,000. The government figures, including the crop of the Atlantic coast states, shows a total of about 6,000,000 bags.

We are unable to do without the Grain Dealers Journal, as it is up-to-date in every particular and something all grain dealers should have.—John E. Hughes, mgr. Culver Grain & L. S. Ass'n., Culver, Kan.

The Nat'l Hay Ass'n will hold its 1910 annual meeting at Cedar Point, O., the last week in August. A directors' meeting will be held at Columbus, Jan. 10, to start detail work in connection with the yearly event.

The Argentine yield of wheat, according to an official report, is placed at 157,600,000 bus. for 1909-10, against 193,489,000 bus. in 1907-8. Oats are placed at 45,500,000 bus. against 58,600,000 bus. last year and 33,949,000 bus. in 1907-8.

Youngest Member Chosen Vice-President.

To be elected vice-president of an important commercial organization while enrolled on its roster as the youngest member is a combination seldom met with, but this is the unusual distinction given Paul D. Miller, of Russell, Kan., recently elected to the office of vice-pres. of the Kansas Grain Dealers Ass'n.

Mr. Miller, a portrait of whom is presented herewith, became a member of the Kansas Ass'n in August, 1909. He started



Paul D. Miller, Russell, Kan.
Vice Pres. Kan. Gr. D. Ass'n.

in the grain business by working for his father in 1902, at the age of 15. In 1907 he bot a half interest in the business, and in 1909, at the age of 20, he assumed full control, becoming the successor to M. P. Miller & Son.

While young in years Mr. Miller has shown in the conduct of his business at Russell unusual business ability and this, coupled with demonstrated executive force and native tact, will carry him far in the effort to make the present administration of the Kansas Grain Dealers Ass'n a highly creditable and successful one.

On Mar. 1 approximately 1,400,000 acres in the northeastern corner of Montana. Valley county, will be thrown open for settlement.

I could not very well get along without the Journal. I consider it the best grain journal published.—M. M. Van Osdel, mgr. Farmers Eltr. Co., Edmore, N. D.

A bill that would exempt a long list of articles of food from the payment of duty was introduced into Congress a few days ago by Representative Sabath of Illinois.

The Grain Dealers Journal is certainly a great help to the grain buyer; some articles alone are worth the subscription price.—C. W. Reynolds, agt. Dodge Eltr. Co., Baldwin, N. D.

It is expected that nearly 10,000 tons of grain will be shipped from Vancouver to Mexico within the next few weeks owing to the reduction on duty on cereals into that country going into effect Feb. 15.

The national convention of weights and measures will be held at Washington, Feb. 25-26, to obtain standards of all weights and measures and the passage of uniform acts thruout the United States.

Future Trades in Farm Produce.

Herbert Knox Smith, Commissioner of the Bureau of Corporations, recently submitted to the President a memorandum on produce exchanges and certain future contracts in farm products, from which we take the following:

There are practically five classes of transactions in farm commodities.

"Spot" Transactions: where the commodity is delivered at the time of sale.

"Intended-delivery" future transactions: where the contract is for future delivery, but where delivery of the goods is intended and expected.

"Bucket-shop" transactions: where there is no obligation compelling either delivery or receipt, and where delivery is neither intended nor expected.

"Hedging" transactions: This is an obligatory contract for future delivery, the main purpose of which is to relieve the hedger of speculative risk. As a rule neither party expects delivery or receipt.

Speculation: where neither party intends to deliver or receive, but where the contract is made on a regular exchange, the rules of which make delivery and receipt obligatory, if demanded.

The first three classes need little discussion. (1) Spot transactions are of course proper. (2) Contracts for future delivery with intent to deliver ("intended-delivery" futures) are extremely common and necessary; the Government in its large supply contracts regularly agrees to buy articles not then existing. (3) Bucket-shop transactions are unquestionably evil and indefensible.

This leaves (4) hedging and (5) speculation to be considered more fully. It is important to note in passing that the only difference between "intended-delivery" future contracts on the one hand (admittedly meritorious and necessary), and hedging and speculation on the other, is a difference of intent, a state of mind. Certain difficulties are obviously involved in applying practically such distinction.

HEDGING: Hedging is a very important and common future transaction in certain farm products. Cotton mills sell their cloth many months in advance. They must therefore assure themselves of a supply of raw cotton. This necessitates hedging. For example, a cotton merchant agrees in Feb. to furnish next Oct. to a spinner 1,000 bales of cotton at 10 cents a pound. The merchant believes that he can buy this cotton of the producer next Oct. at a price which will enable him to make a profit. But crop conditions may intervene, greatly increasing the price of actual cotton. Therefore, when the merchant makes this agreement, he hedges it by also buying on the cotton exchange future contracts deliverable next Oct. for 1,000 bales.

Now suppose actual cotton does go up, so that next Oct. this merchant will have to pay the farmer 12 cents for the cotton which he must furnish the spinner for 10 cents. He loses, roughly speaking, 2 cents a pound on the actual cotton.

But his hedge balances this. If the price of future contracts has moved in "parity" with the price of actual cotton, as it should, the future contracts which he also holds for 1,000 bales have similarly risen 2 cents a pound, thus offsetting his loss on the actual cotton.

The cotton merchant, who is simply a distributor, has risks enough in his business of ordinary distribution. Hedging allows him to throw the additional heavy speculative risks upon the speculator, who accepts them in the hope of speculative profit. There is now a very large number of small cotton merchants scattered over the South. If they could not hedge, and were therefore obliged to carry the heavy speculative risks involved in their transactions, it is probable that very many of them would be forced out, and the business concentrated in the hands of a few large operators, leaving the farmer more or less at the mercy of these few.

Again, hedging benefits both farmer and spinner by reducing costs. That is, hedging has to some degree relieved the merchant of a risk. It therefore enables, and forces, him to reduce his charges. While the spinner does not often hedge, he buys of merchants who do. The merchants hedge practically all their transactions. In short, I regard hedging as necessary and proper. It is not speculation. It is the avoidance of speculation.

SPECULATION: This class presents a difficult problem. Its existence probably involves the existence of the future exchanges themselves. For example, an attempt was made in 1904 to establish a

future market on the Galveston Cotton Exchange, but without success. An officer of the Exchange explained the failure as follows:

"The trades were absolutely restricted to the legitimate business; * * * I don't believe there was a speculative trade made during the whole time. For some reason the speculator and gambler did not operate in this market. * * * This * * * made it a very narrow market. * * * The brokers feared that in such a narrow market they would become entangled in obligations upon contracts that would embarrass them. * * * Holders of cotton * * * did not utilize this market to any considerable extent for hedging purposes, and * * * it resolved itself practically into a purely spot business. * * * You have got to have speculation. * * * I think speculation is absolutely necessary. It was in our case, and I think it is everywhere."

Therefore the question of speculation brings up the whole question of the merits of future exchanges.

A future exchange has two prime functions:

(a) To facilitate hedging, as described above.

(b) To establish future price quotations which are the resultant of all the best information and expert knowledge available, brot together at the central market in the hope of profit, and thus to discount in advance future conditions of supply and demand and prevent disastrous fluctuations. Prof. Henry C. Emery, in "Speculation on the Stock and Produce Exchanges," describes the function of speculation as follows:

"To relieve trade of the risks of fluctuating values, by providing a class always ready to take or deliver a property at the market price; and, in so doing, to direct commodities to their most advantageous uses and the investment of capital into the most profitable channels, by fixing for commodities and securities comparative prices for delivery at different times and places."

Exchange speculation theoretically performs these beneficial services. The trouble is not with the theory, but with the actual practice, as follows:

First: There is one class of speculators who actually contribute information and valuable knowledge in influencing future prices: "true speculation." But there is another class who are wholly ignorant of the cotton (or other) business, and who are merely betting: "commercial gambling." They do no good, and often exert a falsifying influence on price quotations.

Second: The theoretic benefits of exchange transactions are in practice seriously reduced and often nullified by improper conditions on the exchanges themselves, as, for example, on the New York Cotton Exchange. The basic defect of that Exchange is its so-called "fixed-difference" system. The operations of this system are very complex, but, briefly stated, it amounts to an attempt on the part of the Exchange to fix arbitrarily for ten months in advance certain prices of cotton. No contract can be made on that Exchange except under the absurd price conditions thus fixed.

I should refer, in passing, to the experience of Germany. Germany in 1896 prohibited exchange dealings for future delivery in grain and flour and in mining and industrial stocks. In 1908 the prohibition of dealings in mining and industrial stocks was repealed, the government stating that "the prohibition * * * has proved injurious to the public, without accomplishing its original purposes." The prohibition of future dealings in grain and flour is still in force.

My own information is too slight to justify me in commenting hereon. A study by Professor Emery (see Congressional Record, Dec. 16, 1908), states:

"The ten-year experiment which has been made in Germany has clearly demonstrated itself a failure (p. 341). Trade was disorganized, and the old barometer of market conditions, i. e., the quotation of prices on the central exchange, had disappeared. Strenuous efforts were made to substitute official figures collected and tabulated by an official board, but proved confessed failures (p. 339)."

To sum up the matter: Future exchange transactions include several very different classes. Some, like hedging, are proper and necessary. Others, which should perform in theory a beneficial function, work in practice a large amount of evil as well, owing to improper exchange conditions. Still others are unquestionably evil in their net results. But while these distinctions are clear as a matter of economics and morals, they present difficulties in the practical framing and application of remedial legislation. The desirable end, of course, is to eliminate the evil and retain the good.

Buffalo's Amateur Oarsman.

Some of Buffalo's grain receivers have been elected to the city council in spite of themselves and others have attained aldermanic proportions notwithstanding their small appetites.

In the latter class T. J. Stofer, manager of the Alder Grain Co., found himself despite all efforts to reduce his avoirdupois. Finally he entered into a contract to row his 210 lbs. across the Niagara river twice daily and all last year during the open season he took this vigorous exercise, with the result that his weight has been reduced to 160 lbs., and altho he has no aspiration to pose as the amateur oarsman of America he has made the round trip many times in nine



Mr. Stofer Runs Away from a Ferryboat.

minutes. This unusual exercise has been productive of experiences requiring nerve and courage.

At one time when Mr. Stofer was about to be run down by the ferry boat he threw his boat about so that it would be struck sidewise instead of crosswise and mashed. The captain of the ferry boat was greatly relieved and surprised when he saw the little canoe come out from under the extension of the ferry's deck.

At another time Mr. Stofer pulled so hard on the going trip that he was compelled to return with but one oar, the other having been broken in two.

So many grain dealers have outgrown their clothes we have no hesitation whatever in recommending this exercise as a sure remedy and a superior substitute for all antifat compounds pulled out of a bottle.

Reparation Allowed.

Refund of \$5.21 has been ordered in the case of H. W. Rogers & Bro. against the C. R. I. & P. account overcharge on one car oats and one car barley forwarded from Vinton, Ia., to Chicago.

Refund of \$32.48 has been ordered in the case of the Benton Grn. Co. against the Chicago Gt. Western Ry. Co. account overcharge two carloads barley screenings from Duluth, Minn., passing thru eltr. at Minneapolis and reshipped to Kansas City, Mo.

Exports of Hay.

Hay amounting to 55,614 tons was exported during the eleven months prior to Dec. 1; compared with 68,137 tons exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Grain Trade News

ARKANSAS.

Texarkana, Ark.—M. M. Laws and J. D. Downey have purchased the grain eltrs. here of the Josey Grain Co., will put the plant in good condition and re-open it for a wholesale and retail grain business. It is well situated on the K. C. S. R. R. and has good switching facilities. It is nearly new, as less than a year ago Mr. Josey spent several thousand dollars remodeling the building and installing new machinery. The new owners took possession Feb. 2. Mr. Laws has been mgr. for the Foulke Grain Co. for some years.

Texarkana, Ark.—Louis Marx, government pure food inspector for this district with headquarters at Memphis, came here Feb. 14 and libeled a car of oats shipped here from St. Louis and consigned to the Turner Grain Co. The U. S. marshal found the car on a siding near the plant of the Stark Grain Co. and took possession. The warrant alleges that the shipment was made as No. 3 white oats when it was "a mixture of oats, barley, wheat, debris and miscellaneous seed." The case will be heard at the next regular term of the federal court in May. Inspector Marx says this is the seventh car he has libeled in the last three weeks, coming from the same St. Louis house.

Little Rock, Ark.—The T. H. Bunch Co. was declared bankrupt in the federal court Feb. 8, and H. K. Cochran, one of the receivers originally appointed by the chancery court, was appointed receiver. This action rendered the previous acts of the chancery court void, and the company must go through the regular bankruptcy proceedings, involving property worth more than \$200,000. Mr. Cochran gave bond for \$100,000 and entered immediately on his duties. He does not anticipate any further litigation over the receivership. He was given 10 days in which to file a schedule of the company's assets, after which a meeting of the creditors will be called and a trustee elected by them.

Little Rock, Ark.—The grain and produce committee of the Board of Trade elected officers Feb. 8, 29 of the 34 members being present. Dan Daniel, who had long been deputy grain inspector, was elected chairman of the grain committee. He said "Wrongs are to be righted and the great duty confronts me of building up this market and protecting your interests. Too frequently we are imposed upon. Only recently crooked statistics from state officials were forced upon us. Bad certificates were received from the Illinois inspection bureau of East St. Louis, specifying No. 3 white oats and the delivery showed no grade—a lot of dirt, a little yellow shriveled oats, some barley and the balance chicken feed wheat. When complaint was made the sellers told our buyers 'We furnished you official certificates and that ended our responsibility.'" On motion of C. E. Smith, suggested by T. H. Bunch, it was agreed that hereafter only those handling, buying or selling grain, grain products or hay are eligible to membership on the grain com-

mittee; and on motion by A. J. Rauch it was ordered that hereafter membership to the committee must be elective and at regular meetings only.

CALIFORNIA.

Lyman Sta., Willow p. o., Cal.—The warehouse, containing 1,700 sacks of wheat belonging to William Ash, burned early in the morning of Feb. 11. Loss on building and contents, \$12,000. Mr. Ash's loss is above \$5,000 and the building was valued at more than \$6,000. It was the largest warehouse in Glenn County.

CANADA.

Barons, Alta.—The Vancouver Mlg. Co. has opened its new eltr.

Ft. William, Ont.—Nicholson & Bain, wholesale grain brokers, will establish a warehouse here.

Bulyea, Sask.—Leitch Bros. of Oak Lake, Man., have built an eltr. to replace that burned here last fall.

Stouffville, Ont.—F. Stiver was killed recently in the eltr. of Stiver Bros. His clothing caught in the machinery.

Calgary, Alta.—The Canada Malting Co. has bot three acres and trackage for 16 cars, on which to erect a malting plant.

Vancouver, B. C.—The Vancouver Mlg. Co. has begun action against the Alberta Pacific Eltr. Co. of Calgary for \$9,000 for breach of contract in failing to deliver grain.

Ottawa, Ont.—The Dominion millers' bill, now before the Canadian parliament, asks additional powers enabling them to make agreements with grain growers' ass'ns in the West for additional eltr. and transport facilities.

Clearwater, Man.—The eltr. of the International Eltr. Co. burned Sunday morning, Feb. 6, with about 700 bus. of grain, mostly wheat. The fire had apparently started under the eltr. and gradually worked up to the cupola where it suddenly burst out.

Scott, Sask.—Wilbe & Son of Langham, Sask., are figuring on building a 125-bbl. mill here that will contain an interior storage eltr. for 14,000 bus. of grain, construction to be started not later than June 1. The town has loaned the firm \$10,000 and exempted taxation for 10 years.

Yorktown, Sask.—The Yorktown Cereal Mills, Ltd., are having a 200-bbl. oatmeal mill and an eltr. with 10,000 bus. storage capacity built to be completed about Mar. 1. Each can be operated independently of the other as the mill has a 100-h.p. steam plant, corliss 60x18 high-pressure boiler and the eltr. has a 10-h.p. Otto Gasoline Engine, also a dump and one stand of eltrs. C. E. Bird & Co. are the builders.

Vancouver, B. C.—During the next few months more grain, especially barley, than ever before will be shipped from British Columbia to Mexico. It will come here from eastern Canada, Manitoba, Saskatchewan and Alberta and will be shipped

on Jebson & Ostrander and Canadian-Mexican liners, both of which companies are negotiating for two large steamers each to care for the increasing grain trade. The barley will be consigned to Leon S. Kuhn, the malster of Mexico City.

Ottawa, Ont.—The Dept. of Trade & Commerce reports that during Jan., 1910, 1,591 more cars of wheat and 2,136 more cars of all kinds of grain were inspected than during Jan., 1909. For the first five months of the crop year, ending Jan. 31, 1910, 75,528 cars of grain were inspected, of which 61,069 cars were wheat, the greatest quantity inspected during the corresponding period in the history of the West. Wheat in store at the terminals in Ft. William and Port Arthur, Jan. 31, 1910, 5,041,667 bus.

Montreal, Que.—The Board of Trade has applied to the Board of Ry. Commissioners for a rate on grain shipments from this city to local points, equal to that given Georgian Bay eltrs., maintaining that the mileage from Bay points was below that from Montreal, whereby an undue advantage was given. As the chief local market in Ontario for Montreal dealers is Ottawa, a lower freight rate from Montreal will reduce the rate of grain by whatever amount the commission reduces the railway charges.

Winnipeg, Man.—Grain interests are bitterly opposing the efforts of marine interests to obtain an amendment to the law governing the weighing and shipment of grain out of lake terminals, Fort William and Port Arthur. Under the present system grain is weighed under government supervision when it enters the eltrs. and again when it leaves for the vessel, and reports from Buffalo show satisfactory results, weights of shipments from Ft. William and Port Arthur being more accurate than those from other large shipping points on the lakes. Marine interests oppose the weighing of grain as it leaves the eltrs.

St. Boniface, Man.—While enlarging its plant at an expense of about \$250,000 the Western Canada Flour Mills Co. will build an eltr. having a capacity of more than 500,000 bus., ready to handle grain by Sept. 1. The fire-proof cleaning house of re-inforced concrete construction will be equipped with up-to-date wheat-cleaning machinery. The working house will be 148 ft. high, operated in connection with a wheat storage of 380,000 bus. capacity. The storage house will consist of 21 circular concrete tanks and inter-spaces, with a second system of smaller concrete tanks for mixing and conditioning bins. The new plant will be connected with the present by underground tunnels containing a system of conveyor belts for handling wheat. Plans were drawn by Otis W. Getchell. George H. Archibald & Co. have the contract.

Winnipeg, Man.—Because they refused to pay rent for the space they occupied on the floor of the board room in the Winnipeg Grain Exchange, the three telegraf companies which had been doing business there since the new exchange was opened, were excluded from the board room Feb. 1. It had been the custom for brokers to receive and deliver their messages from the pit to the telegraf operators, but their exclusion necessitated receiving and delivering from the telegraf offices on the second and fifth floors. C. N. Bell, sec'y of the Grain Exchange, explained that since telegraf companies pay rent for the space they occupy in board rooms in other cities they should in Winnipeg. Telegraf offi-

cials argue that they had wires placed in the board room to accommodate the grain men at an expense of \$1,000, which necessitated triplicating the system and closing the keys in the telegraf offices in the building during exchange hours, so the companies do not intend to pay rent for two places when they can only use one of them.

Goderich, Ont.—By-laws granting a fixed tax assessment to the Western Canada Flour Mills Co. and the Goderich Eltr. & Transit Co. have been unanimously endorsed by the ratepayers of Goderich, on condition that each of these companies shall build a 50,000-bu. eltr. at this port, to be ready by the close of navigation. The G. Eltr. & Tr. Co. has since allotted the contract for the 500,000-bu. annex to its plant to J. H. Tromanhauser and work will be started as soon as ice conditions permit dredging for the foundation. The structure will be of the square-bin type of concrete reinforced with steel bars. It will be supported by iron and wooden piles driven to bed-rock, while the face of the building will be carried on a heavy concrete dock running the length of the company's property. When completed this company will have a combined capacity of 1,000,000 bus, and its location on the Grand Trunk and Canadian Pacific Rys. will be of value in the trans-shipment of grain for delivery to Ontario and Quebec.—G. L. Parsons, Goderich Eltr. & Tr. Co.

Winnipeg, Man.—Grain exporters in the West, dissatisfied with terminal eltr. conditions, held a conference here, Feb. 7, with owners of terminal storage in Fort William and Port Arthur, concerning the situation that has become acute this season. With the exception of the C. P. R. eltrs. in Fort William and the King eltr. in Port Arthur, terminal storage at the lake front is entirely controlled by men directly interested, thru other companies, in lines of interior eltrs. Thus a terminal eltr. can not buy wheat in its own name; but the Thunder Bay Eltr. Co., the Port Arthur Eltr. Co., the Empire, the Western and the Consolidated at Ft. William are all owned by men in line companies, endeavoring to make the most of their investments; and their subsidiary eltr. lines have made heavy purchases of wheat which these terminal eltrs. hold on a carrying charge of 3c. The exporters have been unable to offer wheat to Britain because they could not buy it from terminal storage and practically none of the large exporting houses have lines of interior eltrs., tho the line eltr. companies frequently do export trade and thus become competitors. Believing that their business demanded an appeal to the government to take control of all terminals to be used for storage purposes only, as are those of the C.P.R., unless they could effect a satisfactory arrangement with the terminal owners, the exporters appointed a committee to draw up a formal document stating their case and their deputation will likely go to Ottawa soon to present their views to the government.

Winnipeg, Man.—A conference was held in this city, Jan. 19, between four ministers of the Manitoba government and the executive committee of the Manitoba Grain Growers Ass'n, when the proposition for government ownership of interior eltrs., presented by the Ass'n Jan. 5, was discussed clause by clause. As a result the government will frame a bill to be presented at the present session of the legislature, but before submitting it will hold another conference

to permit the Grain Growers to review its measures. The Grain Growers propose the issuance of \$3,000,000 in 40-year Manitoba government bonds to defray the cost of buying out the present systems of eltrs. or of duplicating them; a board of commissioners to look after the operation of the eltrs., to consist of a chairman and four assistants to be named by the Grain Growers Ass'n, thus to be free of party affiliations, their appointment to be for life and subject to removal only on a two-thirds vote of the legislature; headquarters to be in Winnipeg and all grain samples to be sent here. A deputation from the Grain Growers Ass'n, including R. Mackenzie and R. C. Henders, sec'y and vice pres.; C. B. Watt, Mr. Preston and Hadley Alls of the Dominion Millers Ass'n, and others had an audience with Sir Richard Cartwright in Ottawa, Jan. 28, urging those provisions on the ground that government control would prevent the mixing of grains and other frauds, and also suggesting an amendment to the Grain Act to provide for the appointment of a permanent board of appeals instead of the present survey board; and asking that supervisors of grain shipments be given the right to sample cars in the Winnipeg yards, as is done in Minneapolis. The feeling that the governments of western Canada may take over the interior eltrs. has made eltr. companies very cautious and has stopped eltr. construction to a marked extent.

Montreal, Que.—At the annual meeting of the Corn Exchange, Jan. 26, R. W. Oliver was elected pres.; A. Chaplin, A. G. Burton, P. B. Earle, D. A. Campbell, W. Carruthers, W. I. Gear and A. E. Labelle, committee of management; T. A. Crane, C. B. Esdaile, H. W. Raphael, James Carruthers, E. Judge and Alexander McFee, board of review with T. A. Crane chairman. The annual report contained the following resolution: "The Committee of Management hopes that no amendment will be made to the Insurance Act by the bill now before Parliament, which will tend to create a monopoly in the fire and inland marine insurance business in Canada or increase the rates, thereby hampering grain merchants of Canada in competition with U. S. exporters in the exportation of Canadian grain by U. S. and Canadian routes." In his address the retiring pres., Joseph Quintal, suggested that a bureau of agricultural statistics should be established in connection with the provincial Dept. of Agri., to collect and publish official data in regard to crops and agricultural products of the province. The annual report stated that the commissioners had been asked to make the following improvements in the grain-handling facilities of the port of Montreal: that a second marine leg for the present eltr. be provided; and that the capacity of the present eltr. be increased to its greatest possible extent; that a second eltr. be built between Victoria and Jacques Cartier Piers; that short piers be provided in front of each of the eltrs. so that more than one vessel could be served at once; and that provision be made for the supplying of local traffic. The method of inspecting cattle feed at the harbor front was criticized. Members alleged that the inspector used unjust discrimination and that he had no right to reject feed. Pres. Quintal stated that representations had already been made to the government and the Cattle Dealers Ass'n in regard to the matter but both disclaimed responsibility for the man's actions. The matter was

left to the incoming council elected at the meeting.

CHICAGO.

Ware & Leland will move from the Postal Telegraph Bldg. to the Royal Insurance about Apr. 10.

An incipient blaze under the oats pit on 'change, Feb. 18, was promptly extinguished with a chemical fire extinguisher.

Offices on the ground floor of the Board of Trade Bldg. are being prepared for J. T. McLaughlin, now in the Monadnock.

The railroad situation between Chicago and Minneapolis was reported Feb. 11 as the worst of the season. The Omaha road refused shipments east.

A petition has been circulated among the wheat traders to have the blackboards for outside markets transferred from the trading floor to the smoking room.

After a conference with grain shippers the traffic departments of the railroads have taken under advisement a modification of the uniform demurrage rules, effective Mar. 1. Additional free time is needed to handle the grain arriving at Chicago.

A Board of Trade membership sold Feb. 11 for \$3,225 net to the buyer, the highest price in recent years. In December the price was \$2,450. Feb. 15 one sold for \$3,200. A membership was offered Feb. 17 at \$3,125; the next day \$3,175 was asked and \$3,125 bid. Feb. 21 a membership sold for \$3,125 net to the buyer.

The surplus of timothy hay which was tied up in the outside yards and along the railroad sidings has come in to market and been disposed of, and now the supply seems to be cleaning up very rapidly, with very little new shipments being started this way. The demand is brisk, and our market on tame hay is certainly in excellent condition.—W. R. Mumford & Co.

Two important amendments have been posted for ballot by Board of Trade directors. One provides that the minimum commission rates on cash grain for members and firms entitled to membership rates shall be $\frac{3}{4}$ instead of $\frac{1}{2}$ as at present. The other provides that the regular close on every day except Saturday shall be at 1 o'clock instead of 1:15 p. m. as at present. Both were suggested at the Feb. 7 meeting of the Council of Grain Exchanges.

Membership in the Board of Trade has been applied for by Frederick G. Winter, Frank W. Sherwood, Ferdinand R. Moeller, Theodore H. Pletsch, Walter G. Wareing, Cary H. Bacon, Isadore S. Epstein, Miner T. Ames, Solomon C. Keckler, and Stuart Logan. Transfer of membership has been applied for by Winfield S. Regur, Celsus P. Moss, Burt E. Tilden, Dewitt C. Templeton, Wright S. Travis, George A. Howell, John Mackenzie, Henry Nicolay, Ole A. Thorp and Homer S. Knight.

L. Everingham, for 28 years a grain and commission merchant in Chicago, died in Seymour, Ind., Feb. 18, at the home of his daughter, Mrs. Blish. He is survived by his widow, two sons and two daughters. He was born in Geneva, N. Y., in 1831, came to Chicago in 1866 and soon after went to Milwaukee as a freight handler. In nine years he was promoted to be chief clerk of what is now the Chicago, Milwaukee & St. P. He had entered the grain and commission busi-

ness as a partner of E. P. Bacon, and they opened an office in Chicago in 1879. Mr. Everingham took charge of it, and remained here until he retired from business in 1907 and went to live with his daughter. He was well known in Chicago's philanthropic activities.

The Publicity Society of and For Chicago, which has for its distinct purpose the maintaining for Chicago of a band second to none, is inviting the indorsement of citizens and their subscription to membership, the fee being only \$10 a year. The committee of members of the Board which is promoting this public spirited movement is composed of Philip W. Seipp, James C. Murray, A. M. Clement, Fred A. Paddleford, S. P. Arnot and W. H. Lake, with D. H. Harris, 45 Board of Trade bldg., as sec'y of the committee.

COLORADO.

Denver, Colo.—The F. C. Ayers Mercantile Co. is building a 30,000-bus. eltr.

Lamar, Colo.—The Brookshire Trading Co. has its machinery in working order in its new grain and seed house.

Lamar, Colo.—B. T. Oakley has purchased a half-interest in the Hartman Grain Co., from which Mr. Chenoweth has retired.

Fort Morgan, Colo.—Most of the \$50,000 stock in a new company, organized to build an alfalfa meal mill ready to handle the first crop of hay of the coming season, has been taken by local people and A. L. Emigh, O. H. McGrew, A. C. White, E. E. Evans and J. A. M. Crouch of this place have been put on the directorate. Fort Morgan dealers have ordered seed enough for 10,000 acres, the estimated acreage that will be sown in this vicinity the coming season. About 5,000 acres will be sown in alfalfa in other parts of this county, that last year produced one of the best crops in the state. The Gt. Western Sugar Co. is also planning to erect a 30-ton alfalfa meal mill here in the vicinity of its sugar mill, but may build larger, depending on the alfalfa prospect in the spring.

IDAHO.

Vassar Sta., Deary p. o., Ida.—The North Idaho Grain Co., Ltd., has bot the warehouse at this station of the W. I. & Mont. Ry. Co.—F. C. McGowan.

Gooding, Ida.—The new 100,000-bu. eltr. of the Gooding Eltr. Co. is ready for the machinery, but its iron covering will not be put on until spring, to give it time to settle and dry out.

Deary, Ida.—The North Idaho Grain Co., Ltd., has purchased the warehouse here of the Washington, Idaho & Montana Ry. Co., and will begin a large addition as soon as the weather will permit. It will likely build a warehouse also, at Harvard, Ida., where there is a large tonnage of hay.—F. C. McGowan, N. I. Grn. Co.

Moscow, Ida.—The Pullman Union Warehouse Co. has filed suit against E. A. Stovall, charging him with intent to defraud the company out of 328 sacks of wheat valued at \$808. The complaint alleges that Mr. Stovall, who farms on a large scale on rented lands, delivered certain wheat to the company and was given a receipt; that he afterwards sold the amount of wheat the receipt called for to Klemgard & Price, grain buyers, but in that deal failed to deliver the receipt tho, it is alleged, he induced the warehouse company to deliver the grain

to Klemgard & Price without the receipt, and thereafter assigned and delivered the receipt to other persons. During November this receipt was presented to the bookkeeper who honored it, having no knowledge of the previous deal on which the wheat called for had been delivered.

ILLINOIS.

Sullivan, Ill.—Davis Bros. will build a 25,000-bu. eltr.

Allerton, Ill.—Harry Allen will make several improvements in his eltr.

Reddick, Ill.—M. H. Cooley has bot back from W. E. & B. E. Rich the eltr. he formerly owned.

Brocton, Ill.—I. N. Cooley has bot Thomas Carroll's one-third interest in the Brocton Eltr. Co.

Holder, Ill.—I have bot the Hawthorne Eltr. here and will take possession Apr. 1.—J. C. McCord, Bloomington, Ill.

Triumph, Ill.—J. L. O'Neill of Prairie Center will take charge of the eltr. of the Triumph Grain & Supply Co., Mar. 1.

Twin Grove sta., Danvers p.o., Ill.—C. F. Lembke has resigned his position as mgr. of the local eltr. He has bot grain 14 years.

Hinckley, Ill.—Mr. Canfield has succeeded me as agt. for the Neola Eltr. Co. I have been transferred to Toledo, Ill.—E. B. Cutts.

Toledo, Ill.—The Neola Eltr. Co. has succeeded J. W. Wesley, dealer in lbr. and hay, largest stock in this county. I am mgr.—E. B. Cutts.

Emington, Ill.—James Taylor is having his eltr. remodeled and has installed a 12-h.p. rebuilt gasoline engine purchased from A. H. McDonald.

Savoy, Ill.—Harry Groves, mgr. of the Savoy Grain & Coal Co., has bot a half-interest in the eltr. of A. D. Ricketts & Co. and will take possession Mar. 1.

Roseville, Ill.—D. L. Barber of this place and John F. Eastman of Swan Creek have been haled into county court to answer to the charge of operating bucket-shops.

Sycamore, Ill.—I have purchased C. L. Adees interest in the grain, seed and feed business of Thomas & Adees and will continue it at the same eltr.—W. H. Thomas.

Crossville, Ill.—E. S. Dennis and O. L. Hon have purchased the eltr. and grain business here owned by Pierce Potter. Mr. Hon has moved here and Mr. Dennis will do so soon.

Steward, Ill.—I am out of the grain business at this point and have gone into the lumber business at Clay City, Ind. The Neola Eltr. Co. succeeded me here.—O. I. Richolson.

Minooka, Ill.—Charles F. Dirst has sold the stock and implements on the farm he has owned for 17 years to give his entire time to the management of the eltr. of the Minooka Grain, Lbr. & Supply Co.

Pearl City, Ill.—Fire started in the eltr. of F. A. Guentner in the afternoon of Feb. 9, caused by an overheated exhaust pipe between the inner and outer wall of the office; extinguished with small damage.

Dewitt, Ill.—Henry W. Bailey will take possession Mar. 1 of the eltr. he recently purchased and will have sole control of the business. He has also bot 300 acres of land in this vicinity but will devote most of his time to his grain business.

Roby, Ill.—The circuit court has taken up the case of A. M. Firey against the C. H. & D. for losses and damages incurred in the burning of his eltr. here Oct. 19, 1908. He alleges that an engine showered sparks which caused the fire.

Medora, Ill.—Charles W. Cockrell, at one time a grain merchant here and well known in this and Jersey counties, committed suicide in Butte, Mont., Feb. 2. He had had financial difficulty that started in the panic of 1907, and his wife had begun divorce proceedings.

Ospur, Ill.—The 12,000-bu. eltr. begun last summer for Young & Ledden has been finished by the installation of the 15-h.p. motor that will get its power from the interurban. The eltr. proper has been completed some time, but delay was caused by not receiving the motor. The eltr. contains four bins and a dump.

Illinois corporations desiring to retain their right to do business in the state should not fail to file with the sec'y of state at Springfield before Mar. 1 the annual report giving the location of their offices and names of officers, together with the fee of \$1, in order that the fee grabbing politicians may fatten at the public crib.

Shawneetown, Ill.—The Shawneetown Eltr. Co. has let the contract to the Burrell Engineering & Construction Co. for a 10,000-bu. ear corn crib and 20,000 bus. of small grain storage in a cribbed building 48x36x80 ft. high, covered with galvanized iron. The foundation will be of concrete. The equipment will include steam power, sheller, and cleaner.

Alton, Ill.—Engineers assure the Standard-Tilton Co. that its grain tanks, which caused so much alarm in their neighborhood by rapidly settling after they had been filled with 100,000 bus. of wheat, have reached the limit of their settling and are now out of danger. Their total subsidence was nearly 15 inches. The wheat put in the tanks to weigh them down can not be taken out until repairs are made.

Sutter Siding, no p.o., Ill.—The Sutter Siding Farmers Grain Co., which was incorporated about Jan. 1 by C. N. Sutter and others, has let the contract to the Burrell Engineering & Construction Co. for a 10,000-bu. cribbed eltr. with 8-h.p. gasoline engine. This house will be erected on the Lincoln branch of the Illinois Traction System 2½ miles south of Hopedale and is the third to be erected by the Burrell Eng. & Cons. Co. on this line.

Sterling, Ill.—The Smith-Hippen Co. that owns the only eltr. on the Hennepin Canal, has 50,000 bus. of grain in its eltr. and cribs at Mile Nine, waiting for navigation to open to ship it out and make room for that in cribs and bins on farms, purchased to be delivered when the eltr. has room to receive it. Mgr. Boyden says the company has so much grain offered it by farmers along the canal, it will likely build another eltr. on the canal next summer.

Peoria, Ill.—The co-operative farmers eltr. ass'n of Illinois will hold its annual convention at this city Mar. 2, 3 and 4. Among the topics on the program are "To what Extent Should the Directors of a Farmers Grain Co. Control its Policy and Business Management?" "In Buying Grain should the Manager's Judgment be Final as to Grades and if so How can the Manager best Convince his Patrons that his Judgment is Correct?" "Is Competition in Buying and Shipping Grain De-

sirable or Necessary where there is a Farmers Grain Co.?" "Inspection of Grain, State or Federal," "Transportation Evils and How to Cure Them," "Do We Need a Reciprocal Demurrage Law?" "Should Cars for Loading be Divided between Shippers at a Station in the Same Proportion when Scarce as when Plentiful?" "How should the Earnings of a Farmers Co-operative Grain Co. be Distributed?" "Should Dividends be Paid wholly on Capital Stock or partially on the Basis of Patronage?" "Troubles of a Farmers Grain Co."

INDIANA.

Monon, Ind.—J. L. Hoessel, not J. L. Hogle, is the successor of E. W. Finch.

Switz City, Ind.—The Linton Mill Co. has bot the Switz City Mill and Eltr. from John R. Allen.

Lucerne, Ind.—The eltr. of O. Gandy & Co. caught fire Feb. 7, but was saved by a bucket brigade.

Decatur, Ind.—Robert Case is mgr. of the new eltr. of the Bowers-Niblick Grain Co., operated by electricity.

Oakville, Ind.—The eltr. here of J. R. Stafford has changed hands. We now operate it.—Turner & Teeter.

Shelbyville, Ind.—We now operate the eltr. here, formerly operated by the Toledo Eltr. Co.—The National Eltr. Co.

Elwood, Ind.—The Jay Grain Co. will build a new steel eltr. of 100,000 bus. capacity, work to begin as soon as weather permits.

Evansville, Ind.—Robert C. and Paul Kuhn of Paul Kuhn & Co. have purchased a site for \$12,000 on which to build an eltr.

Marion, Ind.—George W. Steele, the well known grain dealer and miller who has been in business here since 1890, died Feb. 5, aged 62.

Lyons, Ind.—Topping & Co. are building an eltr. and among the equipment is a 15-h.p. rebuilt gasoline engine furnished by A. H. McDonald.

Vera Cruz, Ind.—We expect to erect a small house here, but have not yet worked out our plans for this building.—John Studabaker & Son, Bluffton, Ind.

Mt. Vernon, Ind.—The Home Mill & Grain Co. has increased its capital from \$30,000 to \$50,000 and has extended its corporate period to 1930; E. E. Highman, pres.

West Middletown, Ind.—The West Middletown Mill & Eltr. Co. has increased its capital stock to enlarge its business; H. W. Vrooman, pres.; Frank H. Smith, sec'y.—F.

Kingman, Ind.—Our firm is composed of George F. Mark, Joseph Torrell and myself. We are the only grain dealers here.—Hiram M. Brown, mgr. Kingman Grain & Mfg. Co.

Millville, Ind.—S. D. Wisheart, who was in the grain business at this point forty years, died recently and has been succeeded by Mr. Bowen of Lynn, Ind.—Charles W. Mouch, New Lisbon, Ind.

Vincennes, Ind.—Samuel Bingham has bot the feed and coal store, residence and other property of Louis Brooks. Mr. Brooks will build an eltr. to carry on his former business on a more extensive scale.

Roseburg sta., Marion p.o., Ind.—The third eltr. we have under contemplation will be built at this small station on the Clover Leaf, where we are already handling some grain thru a warehouse we

built last year.—John Studabaker & Son, Bluffton, Ind.

Milford Jct., Shakespeare p. o., Ind.—The Ohio Grain & Eltr. Co. has received notice to vacate, its lease having expired. A rumor is current that James Neff, Jr., will take control. James Neff, Sr., operates the other eltr. here.

Greenwood, Ind.—The eltr. owned by E. F. Tucker & Son and operated by the Greenwood Eltr. Co., burned about 10 o'clock in the evening of Feb. 12, causing a loss of \$15,000; insurance, \$5,000. It will be rebuilt. It contained 1,200 bus. of corn and about as much wheat.

Wheatland, Ind.—We have incorporated for \$20,000 under the name of the Farmers Union Co-op. Eltr. & Live Stock Ass'n. We intend to build an eltr. of about 20,000 bus. capacity here and will begin work as soon as spring opens up.—E. M. Smith, Monroe City, Ind., mgr. and sec'y.

Fort Wayne, Ind.—Charles S. Bash, head of the grain firm bearing his name, threatens to prosecute Arthur Schreck, a clerk for a paper house in one of his buildings, for making false affidavit concerning the age of his 17-year-old daughter, Clara Bash, with whom Schreck eloped.

South Bend, Ind.—The South Bend Grain Co. has obtained from the L. S. & M. S. R. R. Co., whose old freight house it has been using for an eltr., a site on which to build a new eltr. to be equipped with a dump, automatic scales and other up-to-date machinery. Construction waits for favorable weather.

Linn Grove, Ind.—We have contracted for an eltr. to be built here on the Bluffton, Geneva & Celina Traction line now under construction from Bluffton to Geneva with a possibility of its being extended later to Celina, Ohio. Our house here will have a capacity of about 10,000 bus. of small grain and 3,000 bus. ear corn.—John Studabaker & Son, Bluffton, Ind.

Logansport, Ind.—The body of John F. Johnson, former president of the State National Bank of this city, but recently a grain broker, was found floating in the Wabash River, Feb. 19. He is believed to have committed suicide, as his watch and jewelry were found in his clothing. Two months ago he had lost heavily in a wheat transaction, had sold his home to meet his debts and had since been dejected. The wheat market had long fascinated him. He served six months in prison following his confession that he had embezzled \$550,000 of the bank's funds. He was head of the Johnson Eltr. Co.

Middletown, Ind.—E. K. Sowash and Charles A. Warne of this place and F. H. Hagenbuch of Sulphur Springs, Ind., have formed a company capitalized at \$40,000, have taken over the stock and management of the Daniels & Pickering Co. of this place and will take possession Mar. 1. The eltr. Mr. Sowash owns and operates here and that of Mr. Hagenbuch at Sulphur Springs will become the property of the new company. Mr. Hagenbuch will move here soon to take charge of the office work. Mr. Sowash will manage the grain and eltr. department. Mr. Warne, who is a practical miller, will superintend that department. For the present both Mr. Daniels and Mr. Pickering will retire from active business and devote their time to the management of their farms. J. C. Daniels, the senior member, has been identi-

fied with the company since 1878 and C. J. Pickering since 1886.

IOWA.

Matlock, Ia.—The Farmers Eltr. Co. incorporated, \$20,000 capital stock.

Larrabee, Ia.—W. H. Graham took the management of the Farmers Eltr. Co., Feb. 1.

Geneva, Ia.—Warnecke Bros. near Ackley have bot the eltr. here of H. W. Iblings for immediate possession.

Sumner, Ia.—We have sold our eltr. at this point to Wescott & Winks, who took possession Feb. 1.—O'Connor Bros.

Schaller, Ia.—The Schaller Produce Co., an organization of farmers, incorporated, capital \$25,000, to build an eltr.

Elma, Ia.—D. H. Tidgewell has bot the eltr. of the Ober-Kingsbury Co. and has leased it to John Condon, who has charge of it.

South English, Ia.—The Home Lumber Co. has equipped its eltrs. here and at Keswick, Gibson and Crawfordville, Ia., with automatic scales.—O. K. Morrison, mgr.

Early, Ia.—The Farmers Co-op. Eltr. Co. has overhauled the eltr. it purchased last fall from the estate of A. P. Mennis for \$2,500, and has made expensive improvements.

Anthon, Ia.—Whitmer & Son shipped from this place, Dec. 21, a car load of grain destined for Chicago. A tracer was sent out and it was discovered Jan. 21 crowded back on a sidetrack at Waterloo.

Keokuk, Ia.—The building we will erect here this spring will contain very little machinery, only two or three cleaners and a receiving leg, as it is to be used almost exclusively for storage purposes.—O. A. Talbott Co.

Dows, Ia.—The Farmers Grain, Lbr. & Supply Co. has taken over the eltr. of the Reliance Eltr. Co. that formerly belonged to the Iowa & Minn. Eltr. Co., for which it paid \$3,500. This is the only firm now in the grain business here.

Charles City, Ia.—Charles C. Feil, formerly a grain dealer here, succeeded by the Hunting Eltr. Co., committed suicide by taking carbolic acid and was found dead in his room, Feb. 15. He was once considered wealthy but his property and credit had been consumed in speculation and fast living.

Dubuque, Ia.—Complaints made by shippers resulted in an investigation recently that revealed more than 2,000 cars of freight in the local yards. This congestion is alleged to be the result of heavy snows during the past month and lack of power to move the cars. Corn and coal have the right of way on the railroads.

Des Moines, Ia.—Due to complaints of farmers that corn is rotting on their hands because they can not get the railroads to move it fast enough and that considerable in storage is in a critical stage, the state board of R. R. commissioners has issued an order to traffic mgrs. of all the railroads in the state to give corn shipments a clear track.

Sioux City, Ia.—To leave no loophole for the purchase of its stock to stop litigation, E. A. Burgess, B. H. Kingsbury, and George C. Call have been appointed a committee to gather in stock of the Sioux City Terminal Eltr. Co. and deliver it in trust to the bank. A large fund has been pledged to defray the expenses of litigation which it is proposed to institute before the Interstate

Commerce Commission to correct the unjust grain rates applied to Sioux City, and the object of this litigation might be defeated at any time by a majority of the stock passing into hands subject to control by the railroads.

Sioux City, Ia.—O. J. Moore, chairman of the committee from the Terminal Eltr. Co., and James F. Toy on the committee in charge of the creation of a fund to fight the grain-rate battle before the Interstate Commerce Commission, reported at the luncheon of the Real Estate Ass'n, Feb. 16, that they then had \$19,300 already collected and had \$2,500 more in sight.

La Porte City, Ia.—The Farmers Co-op. Exchange has purchased for \$7,500 the grain business, and both eltrs. and offices of Husman & Skinner, who will give possession of the business and one eltr. Apr. 1, but will retain the other eltr., a few weeks longer if necessary to close out the grain they now have in storage. The Farmers Co-op. Exchange was organized last April. P. H. Kaiser is pres.; B. F. Kocher, sec'y. The directors have been negotiating with Wm. Milne of Dysart to manage the company, that will begin business by handling grain and seeds, but intends to add coal and lumber by next fall. Of the retiring firm Jos. Husman has been in the grain business about 18 years. Some years later J. R. Skinner took an interest in it and has managed the grain business, while Mr. Husman attended to the live stock, and will continue in that business.

KANSAS.

Dresden, Kan.—I will install an automatic scale and cleaner in my eltr.—S. D. Taylor.

Crisfield, Kan.—The Aetna Mill & Eltr. Co. will overhaul and repair its eltr.—A. S. Vance.

Clyde, Kan.—We are figuring on rebuilding one of our eltrs. here.—Brandon Grain Co.

Clyde, Kan.—We will build a 50,000-bu. capacity eltr. here.—Clyde Mlg. & Grain Co.

Marysville, Kan.—I am considering installing a 15-h.p. motor in my eltr.—P. D. Perill.

Courtland, Kan.—I will install a new sheller, a cleaner and a gas engine.—C. O. Ainsworth.

Brookville, Kan.—I will install a car loader and a 12-h. p gasoline engine.—W. F. Hinerman.

Clay Center, Kan.—We contemplate installing a combined car loader and cleaner.—Farmers Eltr. Co.

Protection, Kan.—The Farmers Feed, Grain & F. Co. has retained me as mgr. for this year.—A. W. Steen.

Denton, Kan.—The eltr. of the Denton Grain Co., owned by J. E. Winterscheidt, has been leased by Geo. W. Helm.—E. F. Ferguson.

Hutchinson, Kan.—The C. A. Tabb Grain Co. will do a wholesale grain business in connection with its country eltrs.—C. A. Tabb.

Cawker City, Kan.—The Carleton Grain Co. has bot the eltr. and grain business of G. W. Bandt, who will move his family to Burlington, Colo.

Bloom, Kan.—C. G. Jennings recently bot the half-interest of J. B. McClure in their eltr. here and is now sole owner.—E. B. Cool, Fowler, Kan.

Netawaka, Kan.—F. H. Callen bot the eltr. formerly owned by G. W. Warner. O. K. Groves will take charge of his

old eltr., Mar. 11, E. L. Paige retiring.—E. F. Ferguson.

Corning, Kan.—Sanders & Lukens have bot my interest in the Corning Eltr. Co. I expect to remain in the grain business, but not as owner.—J. E. Robinson.

Jasper, Kan.—J. B. McClure has purchased the half-interest of C. G. Jennings in their eltr. here and so became the sole owner.—E. B. Cool, Fowler, Kan.

Savonburg, Kan.—The eltr. W. H. Roberts will build on the site of the old Chanute Grain Co.'s property, will be of frame construction on concrete foundation with concrete engine house.

Topeka, Kan.—State Grain Inspector White turned over to the state treasury, Feb. 15, \$2,344, the receipts for his department during January, the largest receipts for that month in ten years.

Dundee sta., Pawnee Rock p.o., Kan.—The Dundee Farmers Grain & Supply Co. will take down its old eltr., and will build one having a capacity of 30,000 bus.; work to begin as soon as weather permits.

Wichita, Kan.—The Wichita Board of Trade Clearing House Ass'n was granted a charter, Feb. 15; capital paid up, \$5,000. Temporary directors: L. R. Hurd of the Red Star Mlg. Co., H. Kauffman of the Kauffman-Boyle Grain Co., David Heenan of the Heenan Grain Co., E. M. Flickinger of the Tri-State Grain Co. and Alvin Harbour of the Harbour Grain Co., who will start the work of the ass'n that was partially organized long ago.

Coffeyville, Kan.—P. B. Harper, who recently disposed of his Board of Trade membership and other interests in Kansas City, is managing the plant of the Coffeyville Transfer Eltr. & Corn Meal Mills, formerly operated by the Walton Grain Co., of which we recently took possession, and are making extensive improvements. We are putting thru the eltr. an average of five cars of stuff a day.—Kemper Grain Co., Kansas City, Mo.

Wichita, Kan.—A company of grain dealers and millers in Kansas, Texas and Oklahoma, with E. K. Nevling of the Nevling Eltr. Co. and W. R. Watson as prime movers, has been organized to build a million-bushel eltr. here to be known as the Wichita Bonded Public Eltr. The property of the Nevling Eltr. Co. will be taken and additions made to the plant that now has a capacity of 150,000 bus., with tanks as units to make the eltr. elastic; to be completed to handle next season's grain. The company will be incorporated for \$200,000 and have at least \$100,000 to loan on grain on storage. Mr. Nevling will go out of the grain business to take over the management of the eltr. While Wichita is in the heart of the hard-wheat territory of Kansas, most of its business heretofore has been on grain in transit, because the city had no storage eltr. large enough to carry the supply, and millers have been compelled to buy wheat in Kansas City and haul it back to the very territory whence it had been shipped. This bonded holding eltr. will relieve grain shippers of the necessity of holding grain in cars at a loss of demurrage and will open new features in local grain operations.

KANSAS ASS'N MEETING.

[The following matter was set up with our report of the last session of the annual meeting of the Kansas Grain Dealers Ass'n for insertion immediately after Treas. Smiley's financial report, page 189 of Feb. 10 number.]

The report was accepted.

J. A. Pribble, chairman of the Arbitration Com'te reported that 7 cases had been presented, 2 in writing, 5 viva voce as follows:

The Western Grain Co., of Wichita, vs. C. W. Hoyt Grain Co., of Topeka. Decision in favor of the plaintiff. Amt. involved, \$261.

The Hoffman Eltr. Co., of Enterprise, vs. J. E. Gall Com'isn Co., of Topeka. Decision in favor of plaintiff. Amt. involved, \$625. Amt. awarded, \$328.96.

The Blair Milling Co., of Atchison, vs. M. W. Cardwell, of Perry. Decision in favor of plaintiff. Amt. involved, \$68.66.

H. A. Robinson Grain Co., of Colorado Springs, Colo., vs. E. G. Rall Grain Co., of Wichita. Decision rendered in favor of defendant. Amt. involved, \$88.66.

The Caney Mill & Eltr. Co., Caney, vs. B. F. Kelsey, Oxford. Compromised. Amt. involved, \$39.92.

Emil Brunner, Hope, vs. A. W. Wickam & Co., Salina. Decision in favor of defendant. Amt. involved, \$135.45.

Union Grain & Com'isn Co., Wichita, vs. W. W. Miller & Son, Anthony. Decision in favor of plaintiff. Amt. involved, \$14.37.

Your Com'te finds nothing in the By-Laws to prevent a member having a decision against him resigning before the award has been paid, therefore we recommend the amendment of Sec. 5 so as to forbid such withdrawal.

The report was adopted and the By-Laws amended as recommended.

W. F. McCullough, Chairman of the Resolution Com'te reported the following resolutions which were adopted without opposition:

KENTUCKY.

Dawson Springs, Ky.—The Dawson Mlg. Co. is installing new machinery.—C. H. Cassidy, Dycusburg, Ky.

Smithland, Ky.—The Farmers Union is considering the erection of a mill here.—C. H. Cassidy, Dycusburg, Ky.

Marion, Ky.—The Marion Milling Co. will build an additional 10,000-bus. storage warehouse.—Sikes-McMullin Grn. Co., Sikeston, Mo.

Georgetown, Ky.—The S. S. Offutt Co. incorporated to deal in grain, hay, feed, seeds and farm supplies; incorporators, Sidney S. Offutt, J. S. Ricketts and Charlton Sebree; capital stock, \$25,000.

Covington, Ky.—During the night of Feb. 10 burglars cracked a safe in the office of Fedders & Sons, that contained no money. The door of the safe was blown 10 ft. away and its dial was imbedded in a wall.

Frankfort, Ky.—In an effort to increase the crops and improve the quality of Kentucky's corn, M. C. Rankin, state commissioner of Agri., has organized the Kentucky Corn Growers Ass'n and has begun the distribution of fine seed corn.

Mayfield, Ky.—R. U. Kevil & Sons, a number of farmers in this vicinity and several insurance companies are considering bringing suit against the Ill. Cent. R. R. Co. for \$70,000 damages that resulted from the burning of the Kevil eltr. last November, which they allege was fired by sparks from a passing I. C. engine.

LOUISIANA.

New Orleans, La.—M. T. Woodward and Frank C. Marshall have been admitted to membership in the Board of Trade.—H. S. Herring, sec'y.

New Orleans, La.—Receipts at New Orleans during January included 10,000 bus. of wheat, 1,830,000 bus. corn, 131,000 bus. oats and 3,125 tons of hay.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

Baltimore, Md.—Grain shippers of this city were vitally interested in the conference in Philadelphia last week between the freight traffic managers of the B. & O., the Pennsylvania, the Reading and the Lehigh Valley Railroads and the transportation committee of the Philadelphia Commercial Exchange about abolishing the diversion tax on grain shipments. As the roads did abolish this charge for a year, shippers argue that no good reason exists for levying the present charge of \$2 for each car diverted.

Baltimore, Md.—Officials of the B. & O. and the Pennsylvania Railroads have notified the grain trade of this port that they will amend their I. C. C. tariffs eliminating the scaleage deductions at their eltrs. so that after Feb. 28 no such deductions will be made; but they reserve the right to return to the practice, should conditions warrant that action, after proper notification to the Chamber. "Scaleage deductions" are certain abstractions in the weight of grain going into their eltrs. here, which the railroads designate by that name.

Hagerstown, Md.—John G. Neibert, engineer at the eltr. of Boyer & Heard, went to the eltr. about 5 o'clock in the morning of Feb. 14 to fire up. While so doing three masked negroes entered the engine room, rifled his pockets of \$10, bound him, pushed him headforemost into the furnace until his head touched the flames, then withdrew his body and, after placing it on the inside rim of the broad flywheel of the engine, started the engine. The sudden start jolted him out of the wheel, and he fell to the floor, where he was found a half-hour later by an employee at the eltr. Mr. Neibert soon regained consciousness but was too nervous to give a lucid account of the attack for some hours. His face, head and eyes were badly burned and his legs and body covered with bruises.

Baltimore, Md.—Grain merchants of this city, who for a long time have listened to complaints from Philadelphia that Baltimore has been favored by a differential in freight rates as against the former city, find in a recent incident what they deem a refutation of this charge. A cargo of 30,000 bus. of wheat was bot in Philadelphia by the C. A. Gambrill Mfg. Co. It was brot to this city and stored in Baltimore & Ohio Eltr. Co. For some reason not entirely clear suspicion was directed against the shipment and after determining the destination of the wheat the Philadelphians communicated with the Interstate Commerce Commission at Washington. The result was that the barge on which the wheat was brot to Baltimore was under the espionage, thruout the trip, of Special Agent Brady who watched the unloading from the boat which had followed the barge down the coast. This scrutiny by a government official of an ordinary business transaction is a mystery to the Baltimore grain trade but the statement was made by Chas. England, former pres. of the Chamber of Commerce, that "it only demonstrates that Philadelphia is a cheaper market than Baltimore in which to buy. How a high market can discriminate against a cheap one is a business problem that our merchants here are not yet able to comprehend."

MICHIGAN.

Vicksburg, Mich.—R. D. Jenkinson will increase his storage capacity 3,000 bus. and fit up a commodious office in his eltr. A temporary office is now doing service.

Niles, Mich.—The Niles Grn. Co. will erect a 10,000-bu. eltr.

Schoolcraft, Mich.—C. E. Carpenter has purchased a Western Gyating Cleaner to install this month.

Breckenridge, Mich.—A farmers' eltr. company will be organized here to build an eltr.; a site has already been secured.

Bayport, Mich.—Wallace & Orr Co. has increased its capital from \$32,500 to \$100,000. This company also operates the eltr. of the Elkton Eltr. Co. at Elkton, Mich.

Ithaca, Mich.—The Alma, Grn. & Lbr. Co., of Alma, Mich., has bought the plant of the Independent Eltr. Co., and has taken possession; W. E. Green, of Portland, Mich., is the new mgr.

Detroit, Mich.—Receipts of grain at Detroit in January were as follows: Wheat, 81,397 bus.; corn, 237,472; oats, 153,266; barley, 16,481; rye, 31,366.—F. W. Waring, sec'y Board of Trade.

Bentley, Mich.—Bromfield & Colvin of Bay City have lumber on the ground for an eltr. here. The company already has a cement building at this point that has been used for storing grain in during the last season.

MINNESOTA.

Eagle Bend, Minn.—I am agt. for the National Eltr. Co.—Wm. H. Byman.

Mabel, Minn.—A fire occurred at the eltr. of Tollefson & Johnson recently, damage slight.

Eagle Lake, Minn.—Jennison Bros. & Co. have succeeded Gordon Bros. & Co.—J. Monroe Gordon.

Huntley, Minn.—Byrnes Bros. will enlarge and improve their eltr. this season.—R. N. Brown, agt.

Fairfax, Minn.—The Gt. Western Eltr. Co. may install an electric motor in its house here.—H. S. Comer.

Fairmont, Minn.—E. M. Follett has been engaged to succeed the late C. E. Cornell as mgr. of the Fairmont Eltr. Co.

Kenyon, Minn.—E. A. Brown is not now in business here.—W. L. Johnson, mgr. Bombay Farmers Merc. & Eltr. Co.

Renville, Minn.—The Farmers Eltr. Co. is figuring on building its new 40,000 bu. fireproof eltr. at a cost of \$11,000.

Lafayette, Minn.—J. F. Carlson is agt. for the Erickson Eltr. Co.—M. J. Hedren, mgr. Lafayette Farmers Eltr. Co.

Evan, Minn.—C. I. Petrh is now agt. for the Eagle Roller Mill Co.—Wm. G. McPhee, agt. Sleepy Eye Mlg. Co.

Cleveland, Minn.—M. H. Burns manages the eltr. of the Quirk Mlg. Co.—C. Roscoe Davis, mgr. Farmers Eltr. Co.

Marshall, Minn.—B. L. Cheney is local agt. for the G. W. Van Dusen Co.—E. C. Loomis, agt. Western Eltr. Co.

Louisberg, Minn.—The Northwestern Eltr. Co. will lay a new foundation under its eltr. this spring.—Melvin Score, agt.

Pine River, Minn.—Farmers in this vicinity have decided to build a grain warehouse and handle feed, seeds, flour and coal.

Montevideo, Minn.—Wilbur Person, who recently bought the eltr. here of the Spencer Eltr. Co., will retain J. H. Lee as mgr.

Farmington, Minn.—John Ritter will succeed me, May 1, as mgr. for the Vaughan & Brackett Co.—Bert De Merseman.

Fosston, Minn.—Ing Larsen, mgr. for the Farmers Eltr. Co., has tendered his resignation to take effect March 20.—H.

C. Halversen, agt. Mnpls. & Nor. Eltr. Co.

Lowry, Minn.—The eltr. here of the Osborne-McMillan Eltr. Co. has been closed this season.—Lowry Farmers Eltr. Ass'n.

Henning, Minn.—J. Whiting has succeeded H. Berg as buyer for the Homestead Eltr. Co.—A. Anderson, agt. Farmers Eltr. Co.

Ellendale, Minn.—The Farmers Mlg. & Eltr. Co. will probably put in a new cleaner the coming year.—George B. Stearns, mgr.

Mantorville, Minn.—We will install a new dump scales and enlarge our coal sheds.—Wm. Saller, mgr. Mantorville Farmers Eltr. Co.

Lewisville, Minn.—The Hubbard & Palmer Co. intend to build a new office and do a little repairing in the spring.—C. O. Nicholson, agt.

Kandiyohi, Minn.—George Wilson is now local mgr. for the Duluth Eltr. Co. I am mgr. for the Kandiyohi Farmers U. Eltr. Co.—Levi V. Lund.

Evansville, Minn.—Long, Atwood & White have succeeded the Northwestern Eltr. Co. at this point.—J. J. Davidson, agt. Mnpls. & Nor. Eltr. Co.

Little Falls, Minn.—The Little Falls Mlg. Co. is installing the Invincible Milling Separator in its eltr. and mill.—H. H. Tanner, Tanner Mlg. Co.

Edgerton, Minn.—The Edgerton Farmers Eltr. Co. will rebuild its house this season and install a new cleaner and an engine.—F. H. Baldwin, mgr.

Maynard, Minn.—The eltrs. here of the London Mlg. Co. and the Duluth Eltr. Co. were closed this season.—F. R. Fredine, mgr. Farmers Eltr. Co.

Madison, Minn.—John Anderson and A. Schmeding of Arena are soliciting subscriptions for shares in an eltr. to be built between this town and Marietta.

Detroit, Minn.—H. M. Blaisdell is mgr. for the Blaisdell Mlg. Co. and R. W. Moore for the Homestead Eltr. Co.—John H. Weid, agt. Andrews Grain Co.

Holdingford, Minn.—The eltr. at this station is now owned by the Belgrade Flour Mill Co.; headquarters at Belgrade, Minn. I am local agt.—Peter J. Welz.

Grove City, Minn.—The St. Anthony & Dak. Eltr. Co. has closed its house here. H. F. Toensing is local agt. for the State Eltr. Co.—Nelson, Lund & Co.

Felton, Minn.—The Mnpls. & Nor. Eltr. Co. has closed its house here and its agt., Mr. Bye, has gone to Halstad, Minn.—Edw. Carlson, agt. Grain Producers' Eltr. Co.

Fosston, Minn.—Andrew Husby is local agt. for the National Eltr. Co. The St. Anthony & Dak. Eltr. Co. has closed its house here.—Ing. Larsen, mgr. Farmers Eltr. Co.

Holloway, Minn.—The eltr. of E. S. Mooers & Co. has been closed since last May and a report is current that it will be taken down.—H. W. Buchanan, agt. Winter & Ames.

Hills, Minn.—The eltrs. here of E. A. Brown and the Atlas Eltr. Co. are both leased by the Hills Mercantile Co., of which E. C. Dahl is mgr.—W. F. Finke, mgr. Benson Grain Co.

Kanaranzi, Minn.—A. E. Bowen, formerly mgr. for the Kanaranzi Eltr. Co., is now agt. for E. A. Brown. John Vickerman is agt. for the Davenport Eltr. Co., —Wm. Rathjen, mgr. Kanaranzi Eltr. Co.

Iona, Minn.—John Kruse has succeeded Wm. F. Conway as agt. for the Bennett Grain Co. at this point. This corrects the misinformation erroneously credited to me.—W. P. Moran, agt. Reinke Bros.

Litchfield, Minn.—This eltr. and that of the Northwestern Eltr. Co. were recently equipped with electric motors replacing gasoline engines; current furnished by the city plant.—R. Welch, agt. Duluth Eltr. Co.

Fairfax, Minn.—The Security Eltr. Co. has closed its house here for the season. Last November the Gt. Western Eltr. Co. built a corn crib holding 2,000 bus. of ear corn.—Val C. Meyer, agt. Gt. W. Eltr. Co.

Klossner, Minn.—Examination of the eltr. of the Gt. Western Eltr. Co., that collapsed recently because too full of grain, shows the building a total wreck. About 23,000 bus. of wheat were spilled on the ground.

Foley, Minn.—The only eltr. here is that of the Foley Mfg. & Eltr. Co. with John W. Feddema mgr. A few individuals started buying wheat on track and are still doing so and call themselves the "Independent Grain Co."

Bombay, sta., Kenyon p. o., Minn.—Since we purchased the eltr. and lumber yard here of the Milwaukee Eltr. Co. we handle coal and lumber in addition to grain.—W. L. Johnson, mgr. Bombay Farmers Merc. & Eltr. Co.

Erskine, Minn.—The eltr. of the Mnpls. & Nor. Eltr. Co. has been closed since Sept. 2, 1908. Sivert Hanson is buyer for the Northland Eltr. Co. and I am agt. for the St. Anthony & Dak. Eltr. Co.—J. B. Peterson.

Duluth, Minn.—Receipts of grain in this market during January included 2,030,746 bus. of wheat, 836,136 of oats, 412,178 bus. barley, 23,996 bus. rye and 171,667 bus. of flaxseed.—Chas. F. MacDonald, sec'y Board of Trade.

Mayer, Minn.—The Grain Producers Eltr. Co. has reduced the capacity of its house about 5,000 bus. G. I. Leng, formerly mgr. for the State Eltr. Co., here is now mgr. for the Grn. Producers Eltr. Co.—Henry Scheidegger, mgr. State Eltr. Co.

Marshall, Minn.—W. F. Simons, local agt. for G. W. Van Dusen & Co., had to go to Minneapolis for an operation the latter part of January, and B. Cheney has been substituting in his place at the eltr.—J. W. Donoghue, agt. Springfield Mfg. Co., Dudley sta., Marshall p. o., Minn.

Echols, Minn.—Last summer the Eagle Roller Mill Co. took down its eltr. here and moved it to some wheat county in South Dakota. Greig & Zieman then built an addition to their eltr., increasing its capacity to about 22,000 bus. They now have the only eltr. in Echols.—Henry Wettstad, mgr. G. & Z.

Little Falls, Minn.—A. R. Campbell is local agt. for the Northwestern Mfg. Co. As the Retail Merchants Ass'n did not operate its warehouse last season there is some talk of using it for a seed house for clover and timothy. Chas. Van Hercke bot seed here this season but not thru a house.—John Billstein, agt. Monarch Eltr. Co.

Ihlen, Minn.—Sever Gulickson, a former agt. here for the Northwestern Eltr. Co. is now mgr. for the Farmers Co-op. Stock Co., that has a 30,000-bu. eltr. here. Due to light receipts the

Harrington Grain Co. has closed its house here for the rest of the season. I am now agt. for the Northwestern Eltr. Co.—R. A. O'Connell.

Grogan, Minn.—The Parker Eltr. Co. did not open its house here this season, having become bankrupt. Its eltr. was sold Feb. 10 on foreclosure of chattel mortgage, and was bid in for \$2,000, the amount of the mortgage, by G. U. Watt, Bank of Commerce, Mankato, Minn. For the last month the railroads have not seemed able to furnish us cars, and a number of eltrs. and mills have had to close.—Fras Chard, agt. Anchor Grain. Co.

Mahomen, Minn.—Of the two eltrs. here only one is in operation. The Northland Eltr. Co. closed its house in the spring of 1908. While this vicinity has good farming land it has not been settled fully. Grain receipts here a year ago were only 26,000 bus. The Homestead Eltr. Co. keeps its 24,000 bus. house open all the year, but in addition to grain also handles flour, feed and coal. Its flour and feed shed has a capacity of two carloads and its coal shed seven.—Nels A. Granquist, agt.

MINNEAPOLIS LETTER.

Paul Johnson was caught in the machinery at the Gould eltr., Feb. 8, and had his leg broken.

The Atwood-Stone Co. will move into larger quarters, Mar. 1, on the 8th floor of the Flour Exchange Bldg.

J. L. Record, W. L. Hardy and Ralph Bruce have been admitted to membership in the Chamber of Commerce.—E. S. Hughes, asst. Sec'y.

F. A. Hallett, a director of the Chamber of Commerce, went to Washington, D. C., to protest at the hearing, Feb. 18, against the Scott anti-futures bill.

Kate Morris was arraigned in police court, Feb. 9, charged with trespass with intent to sweep grain in the East Side R. R. yards. The judge imposed a fine of \$25 or 10 days in the workhouse.

Minneapolis aldermen decided, Feb. 9, to make specific complaints to the state R. R. and warehouse commission concerning the failure of the railroads to handle freight with dispatch. The St. Paul aldermen contemplate similar action.

Frank B. Kellogg of St. Paul will be the chief speaker at the annual dinner of the Minneapolis Traffic Ass'n, Feb. 28. J. L. McCaull, former chairman of the transportation committee of the Chamber of Commerce, will speak on "Transportation and the Grain Trade." Invitations to this dinner will be confined principally to shippers and will bring together 250 shippers and traffic men.

Receipts of grain in Minneapolis during January included 10,195,840 bus. of wheat, 1,231,910 bus. corn, 1,295,500 bus. oats, 2,149,180 bus. barley, 233,970 bus. rye and 955,840 bus. flaxseed; compared with 4,888,280 bus. wheat, 665,060 bus. corn, 817,690 bus. oats, 1,420,400 bus. barley, 116,130 bus. rye and 547,250 bus. flaxseed during Jan., 1909.—E. S. Hughes, asst. sec'y Chamber of Commerce.

Notwithstanding the switchmen's strike and hampering conditions of bad weather, the report of the sec'y of the Chamber of Commerce shows that many more cars of grain were received in Minneapolis during January than in the same month a year ago. The large total of 16,062,240 bus. of grain came in, a remarkable run for that month, compared with but little

more than half that much, 8,454,810 bus., received during January, 1909.

Sherman R. Norris, head of the Minnesota Grain Indemnity Co., who has been held since last summer on indictments charging grand larceny, was indicted Feb. 9, charged with taking money from O. W. Morris and promising to invest it in a wheat deal that could not possibly fail to win, claiming a secret system that would always win, and representing his company as solvent when it was not. This indictment is the fifth against him.

H. P. Douglas, ancillary receiver of the Minneapolis & Northern Eltr. Co., an auxiliary corporation forming a part of the property of the Pillsbury-Washburn Flour Mills Co., has filed a report showing the earnings of this line of interior eltrs. leased to C. M. Amsden of this city and A. D. Thompson of Duluth. The report lists the profits under the receivership, less the expenses of the receiver, at \$14,825.94. The expenses of the receivership were \$25,142.

The Great Northern issued an order, Feb. 5, prohibiting the rebilling from here to Faribault or Red Wing of cars arriving in Minneapolis loaded with wheat. They must be unloaded and the wheat reloaded here before they can be shipped to those points. The supt. of the Sheffield-King Co. had cars loaded with flour at Faribault and Red Wing and billed them east contrary to instructions; hence the disciplining order to get empties for grain and prevent them being sent east where they are liable to be held by other roads.

A leak in an enclosed grain conveyor at the plant of the Midland Linseed Co., during the night of Feb. 11, piled the flaxseed in such quantities on the engine room that the roof fell in and demolished the sprinkling system. This conveyor, which carries the flaxseed from the eltr. to the mill to be ground, became obstructed and the pressure of the seed caused the pipe to break and let the seed fall so noislessly on the roof that the first indication the men had of the trouble was the crash letting the seed into the engine room where it was soaked by streams of water from the fire sprinklers. A large force was detailed to shovel the wet seed out and make repairs. The entire plant was tied up several hours.

We are indebted to John G. McHugh, sec'y, for a copy of the 27th annual report of the Minneapolis Chamber of Commerce, containing statistical information of the Minneapolis market for 1909. The receipts and shipments of different commodities are tabulated by months and routes and the annual totals of each grain are given for each year for over 25 years past. The daily carlot receipts and the inspections by months are reported by grades. Prices of cash grain and the opening, high, low and close of futures each day are given. The 24 private and 23 public eltrs., the names of their operators, location and capacities are given, as well as a list of members of the Chamber and the Minnesota grades. Included are the contract grades and commission rules of several outside markets, making a very practical volume of everyday reference.

George M. Gillette, pres. of the Minneapolis Steel & Machinery Co., was elected president of the Minneapolis Traffic Ass'n at its annual meeting Feb. 8; G. F. Ewe, 1st vice pres.; George H. Partidge, 2nd vice pres.; H. E. White, sec'y; R. F. Salisbury, treas.; and W. P. Trickett executive mgr. H. H. King, J. L. McCaull, A. H. Poehler, E. C. Warner

and B. H. Woodworth were appointed members of the committee on grain and milling. W. P. Trickett has been in conference with officials of western roads in the effort to prevent an anticipated backing up on Minneapolis of Chicago congestion. He reports Minneapolis in the best relative position of any large center with regard to terminals, and said that notwithstanding the heavy inrush of grain and the handicap of the switchmen's strike this city had been able to keep its yards cleaned up better than some others.

The Minnesota Shippers & Receivers Ass'n recently sent out about 2,000 letters advising the recipients to file at once, thru the Minneapolis office of the Ass'n, all claims against the railroads under the reciprocal demurrage law. George S. Loftus, commissioner for the ass'n, will present and push these claims. The ass'n took this action because of the Minnesota supreme court's decision that the law was constitutional. While the case in question, that of the Hardwick Eltr. Co. against the Rock Island, involves interstate commerce, and will probably be appealed to the U. S. supreme court, it is believed the wording of the decision will uphold the validity of the law as applied to interstate shipments in the decisions of the other demurrage cases pending, among them that of the Farmers Eltr. Co. of Luverne, and these will not be appealable. Should that prove true any shipper whose cars have been delayed since the law went into effect can collect the penalty of \$1 a day.

MISSOURI.

Versailles, Mo.—Henry Moser will erect a 15,000-bu. eltr. during the coming spring.

Vanduser, Mo.—C. N. Garrett of Griffin, Ind., and Mr. Schnarr are erecting an eltr. at this station.

Malta Bend, Mo.—The Rea-Patterson Mill Co. will erect a 50,000-bu. eltr. here; a gasoline engine will be installed.

Harlem, Mo.—H. C. Nunn, state grain inspector, has brot suit against C. T. Neal, mgr. of the Murray eltr. at this place, for weighing and switching fees aggregating \$6,000.

St. Joseph, Mo.—A proposition to erect a big terminal eltr. in this city, made to the St. Joseph Terminal Ry. Co. by local interests, was discussed informally Feb. 17 at a conference between L. F. Swift, pres. of Swift & Co., Chicago, who is an officer of the terminal company; Milton Tootle, Jr., director of the Business Men's League and pres. of the Tootle-Lemon Nat'l Bank, and Chas. Pasche, pres. of the First Nat'l Bank.

ST. LOUIS LETTER.

Sommers & Albrecht is a new firm that has engaged in the grain business in St. Louis, as receivers of grain and mill products.

The A. W. Schisler Grain Co. has been incorporated by Arthur W. Schisler, Jacob Schisler, Edward N. Kaercher and Wm. Essmuller; capital \$20,000, half paid up.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of January the following bad order cars were found at the different eltr. track scales and hold tracks: leaking grain door, 468; leaking over grain door, 31; leaking boxes, 1,828; leaking end windows, 73; cars not sealed, 1,076; end windows not sealed, 238; end windows open, 54 cars.

The members of the new firm of J. R. Lucas & Co. have been well known in the local grain trade for a long time. Mr. Lucas has been a large receiver and shipper and Mr. Veninga is an expert on grain futures, having been connected with some of the leading firms of this market. The firm holds membership in the Chicago Board of Trade.

George F. Powell, who with John J. O'Rourke, recently formed the new grain firm of Powell & O'Rourke, is an elevator man of experience and will contribute his knowledge in this direction toward the upbuilding of the new company. The firm will manage the Brooklyn Street Eltr., where new fast sacking and cleaning facilities have been installed.

NEBRASKA.

Gering, Neb.—The Gering Lbr. & Grn. Co. will erect an eltr. at this point.

Nebraska City, Neb.—An eltr. of 20,000 bus. capacity will be erected by the Duff Grn. Co.

McCook, Neb.—Another story will be added to the eltr. of Frank Real & Co. at this point.

Plainview, Neb.—Frank Tepner has succeeded Geo. Wright as agt. here for the Atlas Eltr. Co.

McCook, Neb.—The eltr. of the Updike Grn. Co. is being enlarged to nearly double its former size.

Foley sta., David City p. o., Neb.—Farmers are making a great effort to have a farmers' eltr. built here.—Neb. Eltr. Co.

Aurora, Neb.—The Aurora Eltr. Co. at a recent meeting voted to build an eltr. at Murphy (no p. o.) a new station just west of Aurora.

Kleene, Neb.—We have bot a 15-h. p. International Gasoline Engine and will install it in our eltr.—Keene Grn. Stk., Lbr. & Coal Co.

Breslau, Neb.—Geo. Wright, formerly agt. for the Atlas Eltr. Co. at Plainview, has taken a similar position with Geo. W. Hitchens at this station.

Lanham, Neb.—H. Wieters recently retired from the firm of Henry Korff & Co. and the firm hereafter will be known as Henry Korff.—E. F. Ferguson.

Beatrice, Neb.—Cummings & Pease have dissolved partnership, M. T. Cummings retiring. He was one of the oldest grain dealers in the state and may resume business after a vacation.

Ruskin, Neb.—The eltr. now being erected here for the Farmers Eltr. Co., newly organized, will have capacity of 35,000 bus. The house will have a hopper scale, galvanized iron cover and complete modern equipment. G. H. Birchard has the contract.

Omaha, Neb.—Ed S. Miller of Beatrice, Neb., proprietor of the Beatrice Corn Mills, the plant of which company recently burned, was in this city a short time ago negotiating with the Commercial Club and investigating sites with the end in view of establishing a corn products mill here.

Omaha, Neb.—Arrangements are being made at this market for trading in futures. A committee has been appointed by F. S. Cowgill, pres. of the Grain Exchange, to draw up rules for trading. Former attempts to establish trading in futures at Omaha were unsuccessful but it is believed that the present plan will be carried out.

Firth, Neb.—Ed. S. Miller, mgr. of the Beatrice Corn Mills, the plant of which company was burned last fall, has bot the plant here of the Firth Mill & Eltr. Co. The present capacity of the local plant is 700 bbls. a day, but Mr. Miller will enlarge the mill. He will remove with his family from Beatrice to Lincoln.

Omaha, Neb.—It is reported that the 1,000,000-bu. terminal eltr. known as the Independent, of the Gt. Western road has been sold but it is not known to whom. The purchaser is believed to be a Chicago house tho an Omaha firm has been negotiating for the eltr. The house was erected by A. B. Stickney when he built the Gt. Western into this city and helped organize the Omaha Grain Exchange. It is valued at \$200,000.

NEW ENGLAND.

Henniker, N. H.—A. E. Choate, who bot out C. J. Burnham at this place will improve his plant this spring.—Cressy & Co., Concord, N. H.

Stamford, Conn.—The H. M. Kent Co. has been incorporated to do a grain and feed business; capital, \$50,000; will begin business with \$25,000 capital.

Bath, N. H.—Stymest & Clarke of this place have bot the plant of Butler & Johnson at Woodville, N. H., and will run both mills; extensive repairs are to be made at the mill of F. W. Foster at Hill, N. H., this spring.—Cressy & Co., Concord, N. H.

Concord, N. H.—G. N. Bartemus & Co. have completed their new eltr. and mill in this city and are now running a full force of men. Stocks here are light as is the demand. Lots of trouble expected with corn this spring. Considerable interest is being manifested in the forthcoming New England Corn Exposition of 1910 to be held in this state.—Cressy & Co.

NEW YORK.

Bridgehampton, N. Y.—A grain warehouse, 70x30, will be erected here by James Strong of Wainscott, N. Y.

Cuba, N. Y.—Prosser & De Fay incorporated to deal in grain, hay, live stock, etc.; capital, \$15,000; incorporators, Edw. L. Prosser, Claude De Kay, Anna De Kay, Delia C. Prosser.

Niagara Falls, N. Y.—John Cook, a Canadian, while working in the eltr. of the Shredded Wheat Co., recently, fell 80 feet in one of the bins and was instantly killed.

New Rochelle, N. Y.—The Glasser Grain Co. has been incorporated with capital of \$25,000; incorporators are J. Glasser, S. Kolins, New Rochelle; W. M. Bloomingdale, Summit, N. J.

BUFFALO LETTER.

The Eldad feed mill, owned by L. S. Churchill, was damaged to the extent of \$1,000 by fire recently. The blaze was confined to the dryer, which is a separate building, the loss being chiefly to the machinery.

Eltr. Niagara A, which was being razed to make room for freight house improvements by the New York Central road, burned the night of Feb. 7. Loss was estimated at about \$50,000, with some insurance. Tools belonging to the contractor, who was tearing down the structure, valued at \$7,500, were destroyed. The building was of frame and was erected about 30 years ago. It was used by the New York Central as a receiving station for the Western Transit Co.'s boats until a year ago.

NORTH DAKOTA.

Calvin, N. D.—The office of the Burgess Eltr. co. was burned Feb. 11.

Fingal, N. D.—A. J. Tolzman has bot the eltr. of the Woodworth Eltr. Co.

Montpelier, N. D.—A fire in the eltr. of the Andrews Grn. Co. Feb. 5 caused slight damage.

Bowbells, N. D.—A new farmers' co-operative eltr. company probably will be organized here.

Scranton, N. D.—A co-operative eltr. company will be formed here by farmers of the vicinity.

Souris, N. D.—The Farmers Co-op. Eltr. Co. has been organized here to buy or build an eltr.

Langdon, N. D.—The Amenias Eltr. Co. will erect an eltr. on the site of the house razed by a tornado.

Cogswell, N. D.—F. F. Pollock and James Randol are the promoters of a farmers' eltr. at this station.

Crystal Springs, N. D.—The Powers Eltr. Co., it is reported, will build an eltr. at this station.

St. Thomas, N. D.—The eltr. of the Minneapolis & Nor. Eltr. Co., containing 5,000 bus. of grain, was burned Feb. 11.

Pingree, N. D.—C. B. Joos and other members of the equity society are interested in establishing a farmers' eltr. here.

McVile, N. D.—A farmers' eltr. company is being promoted here by A. S. Krogh; a house will either be bot or built.

Coalharbor, N. D.—The Am. Soc. of Equity are selling shares to members for the purpose of building or buying an eltr. here.

Portal, N. D.—I will go on my claim in the spring and discontinue the grain business.—L. A. Grant, agt. Royal Eltr. Co.

Sarles, N. D.—The Farmers Co-op. Eltr. Co. has been organized here and the erection of an eltr. probably will be decided upon.

Dickinson, N. D.—Farmers held a meeting here recently and planned to organize and incorporate an eltr. company with capital of \$10,000.

Leipzig, N. D.—The Cedar River Grn. & Lbr. Co. incorporated with capital stock of \$50,000; incorporators, Fred H. B. Ewald, Jr., Minnie Ewald.

Eckelson, N. D.—The Farmers Co-op. Eltr. Co. was organized here recently and steps are being taken toward the erection of an eltr. during the coming season.

Adams, N. D.—The eltr. of Oliver Knudson Eltr. Co. has been closed and E. T. Hegland, his buyer, has gone into other business.—H. E. Braum, prop. The Indpt. Eltr.

McKenzie, N. D.—In a freight wreck which occurred here Feb. 3, twenty-five cars were demolished and wheat and flax were scattered for hundreds of feet around the station.

Omamee, N. D.—The eltr. of the Acme Grn. Co., which was closed last fall, is being torn down. It will be erected at Belmar, where the house of this company recently burned.

De Lamere, N. D.—Farmers have held three meetings in an effort to organize a farmers' eltr. company; they will either buy or build an eltr. at this point.—Elof Anderson, agt. Andrews Grn. Co.

Alicia sta., Geneseo p. o., N. D.—Geneseo, not Ransom, is the correct p. o. address for Alicia. The Osborne-McMil-

lan Eltr. Co. has added a 10,000-bu. warehouse to its eltr. here.—A. M. West, mgr. O.-M. E. Co.

Edgeley, N. D.—The new farmers' company here will be known as the Pomona Valley Farmers Eltr. Co.; its directors are J. L. Potts, E. J. Harm, C. H. Carow, R. H. Hall, L. Bethke, J. L. Langsjon and Herman Zimmerman.

Medberry, N. D.—The new company just organized here will be known as the Farmers Eltr. Co.; its directors are D. A. McCulloch, Fred Peak, Fred Stapleton, Wm. Ray, Ed. Heffelfinger, R. P. Davis and M. Walters.

OHIO.

Ingomar, O.—We have bot the plant here of Payne & Eikenberry Co.—Ingomar Mlg. Co.

Farmersville, O.—We have bot out J. H. Rohrer & Co. at this point.—Ingomar Mlg. Co., Ingomar, O.

Glen Karn, O.—We have sold our eltr. here to A. M. Richards & Son of New Paris, O., who will take possession Feb. 25.—O. Klepinger.

Greenville, O.—We have bot the eltr. and grain business of R. K. Beam & Sons at this point.—Miller, Nagel & Replogle, J. W. Miller, mgr.

Collinsville, O.—We have bot property here, where we contemplate erecting an eltr. during the coming season.—Payne & Eikenberry Co., Camden, O.

Hamilton, O.—We have added to our line of houses a feed warehouse at this point and will do both a wholesale and retail business.—Payne & Eikenberry Co., Camden, O.

La Rue, O.—The La Rue Grn. & Eltr. Co. contemplates some improvements this spring, including installment of track scale and warehouse separator.—C. O. Barnhouse, Agosta, O.

Amsden, O.—E. W. Steel, who it is alleged forged the name of Charles Ash, an eltr. owner of this place, to a number of small checks aggregating \$75, was arrested recently at Bellevue, O.

Sidney, O.—The Yorkshire Grn. Co. has been incorporated with capital of \$16,000; incorporators are W. H. Persinger, J. E. Wells, C. N. Adlard, E. T. Custerbender and B. M. Custerbender.

Kansas, O.—The T. L. Shaw Co. has been incorporated with capital of \$10,000 to operate a grain eltr.; incorporators are J. L. Rouze, T. L. Shaw, Minnie I. Rouze, Lulu H. Rouze and Effie B. Shaw.

East Liverpool, O.—The Kingston Grn. & Lbr. Co. has been incorporated with capital of \$12,000 by A. J. Faulk, Frank P. Rebecca A. and Maggie W. Faulk, Wm. T. McNutt and Edna E. McNutt.

Berkey, O.—Myron P. Anderson has been appointed receiver of the Berkey Eltr. Co. pending an accounting of its business. Petition was filed by Chas. A. Tucker, one of the members of the company.

Cavett, O.—We have succeeded E. C. Fisher here. G. R. Felger formerly was in business at Middlepoint, O. I will oversee the plant from my old stand at Van Wert.—Felger & Brandt, per F. D. Brandt.

Greenville, O.—C. W. Heironimus, who until last September owned an eltr. at this place, was struck by an interurban car Feb. 6 and instantly killed. Mr. Heironimus recently had planned to re-enter the grain business. He was 52 years old.

Celina, O.—The Buckland Mlg. Co. has bot a site here and will erect an eltr.; Clyde Spriggs will be in charge. The company already has eltrs. at De Graff and Rosburg. The central office of the company will be at this point.

Cygnnet, O.—The eltr. of the Sneath-Cunningham Co., operated for that company by L. B. Einsell, owner of the house, burned Feb. 9. Several thousand bus. of corn and wheat were in the eltr. Loss was about \$10,000 with insurance of \$7,000. A hot journal in the cupola caused the fire.

Marion, O.—A. W. Baxter of Van Wert has bot the grain, coal and eltr. business of Ireton Bros. & Eikenbary for \$15,000. John A. Ireton, mgr. of the company, said that Mr. Baxter would take possession March 1. As to his own future plans he was unable to say anything definite.

Oldtown sta., Trebeins p. o., O.—Ben Belden, owner of a mill here, and the John De Wine Co., grain and general feed, have combined and will be known as De Wine, Belden & Co. Incorporation papers have been taken out in which the capital stock is given at \$10,000. The two plants will be conducted separately as before but all business will be transacted from an office at Yellow Springs.

Cincinnati, O.—Adam Smyrl, who was in the grain and flour business, and had been a member of the Cincinnati Chamber of Commerce for 28 years, died Feb. 4 at his home in Bellevue, Ky. He was 66 years old. Mr. Smyrl had been identified with several companies during his business career. Many years ago he was connected with George W. Bishop & Co., and later with McCallahan & Son. After that he belonged to the firm of Smyrl, Armstrong & Hughes, and when that firm was dissolved he went into business for himself.

Cincinnati, O.—August Ferger, a grain dealer of this city, was publicly reprimanded by Pres. James J. Heekin of the Chamber of Commerce at an open meeting Feb. 16. There were 3 charges against Ferger, all of which were sustained. The first charged him with violation of Rule 6 of the Weighing Bureau, which makes it misconduct for any person not a weigher to break a weigher's seal upon a car. The second was that he had accepted a certificate of weight which, at the time, he knew to be false as to the weight and contents of a certain car. The third was that he had used this certificate, known to be false, in the collection of overcharges from a railroad.

Toledo, O.—Important changes will be made by the East Side Eltr. Co. at its plant in this city. A concrete working house of 11,000 bus. capacity will be erected on the site of tanks No. 1 and No. 2, which will be removed from the north end of the row to the south end. A marine leg with capacity of 10,000 bus. an hour will be installed for unloading spring wheat and flaxseed. The Macdonald Eng. Co. will do the work. In addition to these improvements there will be added to the company's equipment a Eureka Corn Drier with a capacity of 5,000 bus. every 10 hours. S. Howes & Co. have this contract. The company also will build 300 ft. of new dock which will give it a total of 550 ft.

OKLAHOMA.

Bushyhead, Okla.—I will install an automatic scale soon.—Wm. Major.

Minco, Okla.—Geo. W. Hogan of Tuttle, Okla., has bot the eltr. of the Moore

Bros. Grn. Co. Mr. Hogan is engaged in the dry goods business.

Jet, Okla.—The Jet Mill & Eltr. Co. has sold its 15,000-bu. eltr. on the Santa Fe to Randels & Grubb of Enid. This gives the buyer a line of 20 eltrs.

Pauls Valley, Okla.—We are going to install a new meal mill and add other improvements to our newly acquired plant here as will make it complete in every way.—W. H. Dowlen & Sons.

Chelsea, Okla.—The Chelsea Eltr. & Storage Co. is overhauling its eltr. Roland & Cork have completed their feed and meal mill and will engage in the grain business.—Wm. Major, Bushyhead, Okla.

Enid, Okla.—The Enid Mill & Eltr. Co. has received thru the state corporation commission a draft from the Frisco company for \$8.30 as refund for freight charges in connection with a shipment of grain milled in transit.

Guthrie, Okla.—A complete digest of the laws relating to agriculture now in force in Oklahoma is contained in the quarterly report of the Oklahoma State Board of Agriculture for the quarter ending June 30, 1910, and just issued. The stock food law is given in full.

Frederick, Okla.—A. D. Winsor has bot the plant of the Lawton Mill & Eltr. Co. C. L. Smith will erect a large alfalfa warehouse on the site of the Cox Grn. Co., the office building and lease of which Mr. Smith recently bot. About 250,000 bus. corn marketed here since Sept. 1. Scoop shovelers who represented large dealers in Texas gave a good deal of trouble the last season.—T. A. Hughston, Hughston Grn. Co.

OREGON.

Portland, Ore.—Kerr, Gifford & Co. have removed from the Concord bldg. to the new Lewis bldg., where they occupy the entire top floor. Campbell, Sanford & Henley Co., who have been located in the Board of Trade bldg., have taken the offices in the Concord bldg. formerly occupied by Kerr, Gifford & Co. The Pac. Mlg. & Eltr. Co., associated with this company, will occupy the new quarters with them.

Vale, Ore.—The Ricker-Gheen Forwarding Co. has taken over the properties and business of the Malheur Forwarding Co. This company is composed of the same persons as the Ricker-Gheen Com. Co., which recently bot out the Merchants Wholesale Co. of this place. The Ricker-Gheen Forwarding Co. will deal in coal, hay, grain and alfalfa seed and wool sacks, and will do a general forwarding business.

PENNSYLVANIA.

Harrisburg, Pa.—The erection of a large grain storage plant is contemplated by the Pennsylvania Primo Feed Co. of this city. The company recently added to its line of products a mule feed that is meeting with favor.

PHILADELPHIA LETTER.

L. Deetjen has been admitted to membership in the Commercial Exchange.

An Eastern Traffic League is the latest trade innovation and it is intended to join all of the Atlantic port commercial bodies into the ass'n.

The Lappe Grn. Co. has been incorporated in Delaware to deal in grain and grain products; incorporators are A. J. Schirmer, M. J. Mendelsohn and C. R. Phillips, all of Philadelphia; capital stock, \$100,000.

There has been a revival of the talk for the Commercial Exchange to secure a site for its own headquarters, and while the finances of the organization are in good shape, and steadily increasing, some of the knowing members shake their heads and say "not yet."

Grain exporters here and other trade interests are rejoicing over the announcement that the North German Lloyd Steamship Co., one of the largest in the world, will inaugurate on March 10 a complete freight and passenger service direct from this port to Bremen.

The question of the \$2 diversion charge on cars rebilled in transit from the West will be taken up Feb. 25 at a conference which has been arranged between the Transportation Committee of the Commercial Exchange and the traffic mgrs. of the various railroads.—S. R. E.

SOUTH DAKOTA.

Running Water, S. D.—The eltr. of M. King has been bot by the Avon Grn. Co.

Miller, S. D.—Mr. Piercy, a miller, contemplates building an eltr. in the spring.

Tyndall, S. D.—Chastka Bros. have bot the Tyndall Roller Mills.—M. W. Brooks, agt. Shanard Eltr. Co.

Plana, S. D.—The farmers' company recently organized here has bot the eltr. of the Northwestern Eltr. Co.

White Lake, S. D.—A meeting of farmers and business men was held here Feb. 19 to organize a farmers' eltr. company.

Corsica, S. D.—John Burbeck, one of the partners of the Avon Grn. Co., Avon, S. D., has bot the eltr. of M. King at this station.

Stickney, S. D.—The eltr. of M. King at this place has been bot by John Burbeck, one of the partners of the Avon Grn. Co., Avon, S. D.

Sioux Falls, S. D.—Pres. G. M. Bowers, of Mt. Vernon, and Sec'y L. M. Boyle, of Letcher, were re-elected at the conclusion of the third annual convention of the South Dakota Farmers & Grain Dealers Ass'n.

Freeman, S. D.—P. R. M. Hofer, buyer for M. Wollman, has decided to go into the grain business for himself next year. He has bot grain for M. Wollman for the last 10 years. Robert Haar is the new agt. for the Freeman Eltr. Co. Grain business here is quiet as railroad does not move cars and houses are about filled up. One of the evils practiced here in connection with the grain business is advancing money on grain for future delivery. Storing also is practiced, which results in a loss to the buyer or dissatisfaction to the seller.—W. H. Borman, agt. Shanard Eltr. Co.

Lennox, S. D.—The eltr. of Dewald & Walters at this place burned Feb. 8, with 8,000 bus. oats, 2,500 bus. corn and 550 bus. wheat. Eltr. was worth \$3,000 to \$3,500 with \$3,000 insurance; about 60 per cent insurance on grain, covered by a schedule policy. The fire occurred about 9 a. m. On account of scarcity of cars the house had not run for 3 or 4 days. Man in charge left the eltr. and went downtown and 20 minutes later the fire was discovered. No doubt fire started from an overheated stove. The town has fair fire protection but hose and hydrants were frozen and by the time water was obtained the blaze was beyond control. Salvage grain will bring about \$1,000. Moral: Any man running an eltr. who would load up his stove and

then go away and leave it is not a gentleman.

SOUTHEAST.

Jacksonville, Fla.—We have succeeded the Taylor Brokerage Co.—Thos. T. Elmore & Co.

Roanoke, Va.—Wertz Grn. & Eltr. Co. incorporated with the following officers: Pres., F. L. Wertz; vice-pres., Jos. M. Morris; sec'y-treas., John M. Morris; capital \$3,000 to \$15,000.

Birmingham, Ala.—Grain dealers of this city have formed an organization with 14 prominent wholesalers on the charter list. The officers are: Pres., W. C. Agee; vice-pres., Ernest Redd; sec'y-treas., W. H. Makin; directors, E. Wilkinson, W. M. Cosby, Brett Brown and Allen Durham.

Savannah, Ga.—Suits filed in the Superior Court Feb. 15 charge the insolvency of the Mutual Grn. & Supply Co. of this city. Two are suits to recover on a number of promissory notes and one, in which two local banks are joint plaintiffs, seeks to compel defendant members of the company to pay their subscriptions to the capital stock of the company.

Mobile, Ala.—The Grain Dealers Nat'l Ass'n grades of grain have been adopted by the Mobile Chamber of Commerce and Maritime Exchange and the Shippers Ass'n. The following rules have also been adopted: Samples of grain for inspection must be submitted to the office by noon of the day after arrival. In case of a dispute, and the buyer will not submit the sample, the seller must do so by noon the following day; the accepted decision as to grade will be the ruling of two out of three members of the inspection and classification committee; in case of a demand for percentage of moisture in corn, the samples will be submitted to the government machine for moisture test at the actual cost of such test to the parties at fault. The new rules became effective Feb. 4.

TENNESSEE.

Memphis, Tenn.—Our office was burned Feb. 19; the office was in a small warehouse adjoining the plant of the Memphis Bag Co., which also was destroyed.—H. J. Hazenwinkle Co.

Union City, Tenn.—The Union City Grn. & Feed Co. has been incorporated with capital of \$25,000; incorporators, J. D. Wrather, H. B. Horner, R. C. Whitnel, W. L. Whitnel, W. I. Horner.

Nashville, Tenn.—At the last regular monthly meeting of the Nashville Grain Exchange the Universal Milling Co., of Lebanon, Tenn., and W. R. Bryan & Co., grain and hay brokers of Nashville, were admitted to membership. Mr. Bryan has been out of the trade for a number of years. Ten years ago he was in the wholesale grain business here.

Memphis, Tenn.—The flour and meal mill of Yates & Donelson has resumed operation. Several months ago the big tank on top of the mill collapsed and destroyed a large part of the building and machinery. In addition to repairing the building the company has put in new machinery costing \$10,000 and the capacity of the plant is now larger than before.

Nashville, Tenn.—An amended bill was filed Feb. 8 in the case of the Kendrick-Roan Grain Co. and others against Jos. H. Weaver and the Nat'l Security Co. Judgment was asked on a bond executed by the defendant company to the

extent of \$40,000, it being alleged that the Fourth Nat'l Bank loaned that amount on faith of alleged fraudulent warehouse receipts.

TEXAS.

Nederland, Tex.—The Pleasant Rice Co. has discontinued business.

Grand Prairie, Tex.—The Grand Prairie Mill & Eltr. Co. has been dissolved.

Celeste, Tex.—The eltr. of N. B. Harrell burned Feb. 2; loss \$1,200; no insurance.

Waco, Tex.—The Waco Mill & Eltr. Co. has amended its charter by increasing its capital stock from \$100,000 to \$150,000.

Orange, Tex.—The Miller Grn. Co. has added a warehouse to its plant here, the recent increase in its feed business making this necessary.

Plainview, Tex.—M. Neher, of Albuquerque, N. M., who recently bot the mill of Jones Bros. at this place, will add large eltr. capacity to the plant.

Beaumont, Tex.—Two rice experiment stations, instead of one, were selected by the board appointed by the state legislature for that purpose. One of these will be located here and another at Angleton, Brazoria county.

San Angelo, Tex.—The local Chamber of Commerce is considering the offer of the Consolidated Alfalfa Mfg. Co., of Oklahoma City, to establish an alfalfa mill at this place. The estimated cost would be \$20,000.

Fort Worth, Tex.—The lowering of the duty on wheat importations into Mexico, according to E. G. Rall, of the E. G. Rall Grn. Co., has stimulated orders for that cereal locally. It is estimated that 2,000,000 bus. will be taken.

Hereford, Tex.—In order to encourage wheat growing in the plains country the Commercial Club of this place has distributed 5,000 bus. of spring wheat among the Hale County farmers which will be sown in addition to the large quantity put in by unaided private effort.—A.

Ft. Worth, Tex.—The Texas Small Grain Growers Ass'n, a newly organized body of Texas agriculturalists, interested in increased and improved small grain crops in Texas, will hold a special meeting in Ft. Worth during the week of March 14-19.—A.

Coleman, Tex.—J. B. Boog-Scott, a wealthy and well known stockman of Coleman, the initial point of the Coleman-Texico cut-off of the Santa Fe across the Texas plains, will build at once an iron-clad grain warehouse at Silver Valley, the first station on the new line out of Coleman. The house will be 100x150 ft. with concrete floors.—A.

El Paso, Tex.—An alfalfa mill to cost \$20,000 and to employ 30 men may be erected here if the offer of the Consolidated Alfalfa Mfg. Co., of Oklahoma City, is favorably acted upon by the El Paso Chamber of Commerce. The mill would have capacity of 60 tons of dry product daily. It is possible that two such mills may be established here, one in the eastern and another in the western section of the city.

Ft. Worth, Tex.—Many of the Texas grain dealers are bitterly opposed to the proposed granting of special privileges to Ft. Worth which would make this a primary grain market. At a hearing in San Antonio no conclusion could be reached and the hearing was adjourned

to St. Louis, before the Southwestern Traffic Ass'n, Feby. 23. The Ft. Worth dealers ask no special rates, but urge that the combination rate, which would give them the stop-in-transit and rebilling privilege, be made the proper proportion of the thru rate plus the Texas Railway Commission local to destination. Sec'y Gibbs of the Texas Grain Dealers Ass'n has arrayed himself against the proposed combination rate.—A.

Ft. Worth, Tex.—Some of the millers and the wholesale grain dealers of Texas are sanguine for the growing wheat crop. Texas needs for its own uses about 28,000,000 bus. of wheat and if the present prospects of the wheat crop materialize, as they will unless disaster intervenes, Texas will raise that much. This at least is the confident belief of those interested, based on their experience and knowledge of the yields of Texas wheat lands under favorable conditions. The increased acreage is largely due to much sowing to make winter pasture, because of the short forage crops, a result of the drouth of last summer and fall, but more perhaps to the abnormal development in the Panhandle and plains regions of the state where the increase has been from 50% to 300 or 400%, and additionally much new land broken for wheat.—A.

Ft. Worth, Tex.—Reports have reached the grain dealers of this city stating that the railway companies centering at this point are seriously considering the restoration of the proportional rates on grain which Fort Worth at one time enjoyed. The effect of such a rate is that grain can be billed into the city at the proportion of the interstate rate and then take the Texas Commission rate out to destination, even tho the grain is held here for several days, really a rebilling in transit privilege. If adopted, as is said to be most probable, it will place Fort Worth in some respects on a parity with Kansas City and Wichita, the only Southwestern cities enjoying that advantage, making Fort Worth a primary grain point. It is believed that the establishment of Fort Worth as a primary grain station would lead to the establishment of a grain exchange here.

UTAH.

Salt Lake City, Utah.—The Farmers Grn. & Mills Co. has been incorporated. The company combines three grain firms—the David Robbins Grn. Co., Salt Lake City, Longmont Farmers Mill Co., Denver, and the Globe Mills Co., San Francisco. Capital is \$150,000 and the principal place of business of the company will be Salt Lake City. The officers of the company are: Pres., J. R. Forsyth, Denver; vice-pres., E. J. Eisenmayer, Colton, Cal.; gen. mgr., David Robbins, Salt Lake City.

WASHINGTON.

Goldendale, Wash.—The Farmers Union plans to double the capacity of its warehouse. The union this season will handle its own grain bags.

Stoners Siding, (no p. o.) Wash.—O. P. McNall of Rock Lake, mgr. of the Farmers Union warehouse at that place, says the union is preparing to build a large eltr. and warehouse at this point.

WISCONSIN.

Ellsworth, Wis.—Richard S. Hansen has bot the eltr. of F. W. Hines & Son.

Ableman, Wis.—The H. M. Johnson Lbr. Co. has built a grain and potato

warehouse which replaces an old one.—Geissler Bros. & Co.

Hilbert, Wis.—The Am. Soc. of Equity will build and operate eltrs. at this place, Chilton, New Holstein, Dundas, Sherwood and Forest Junction, all in Wis.

Superior, Wis.—According to State Treas. Dahl, who a few days ago completed an examination of the books and accounts of the Wisconsin Grain & Warehouse Commission, they are in first-class shape.

Milwaukee, Wis.—The Milwaukee Chamber of Commerce is opposed to the six months limit on the transit privilege, proposed by a committee of eastern grain and railroad men, and has recommended that there be no limit.

Stockholm, Wis.—About a month ago we were unable to get cars here and considerable grain was coming in. We started to fill up an old warehouse which, when partly filled, sprung out at one corner. Some barley ran out but there was practically no loss.—Larson & Swanson.

Superior, Wis.—The members of the Wisconsin Grain and Warehouse Commission were reappointed Feb. 11 by Gov. Davidson. W. H. Crumpton of Superior was given the three year term, James Kernan of Minot, N. D., the two year term, and H. A. Johnson of Superior, representing the state of New York, the one year term.

Madison, Wis.—Three of the silver trophy cups offered as prizes by the Milwaukee Chamber of Commerce for the best exhibits of spring wheat, winter rye and Oderbrucker barley were won by H. E. Krueger, a graduate of the short course in agri. at the University of Wisconsin in the class of 1907. The other 2 cups offered by the Chamber of Commerce were won by F. P. Grebe, Fox Lake, and G. Parsh, Wausau. Mr. Grebe, having won the cup for the second time, becomes its owner. Mr. Krueger also won the \$125 cup offered by the Wis. Brewers Ass'n. The Andrew Simonson cup for the best 10 ears of Golden Glow corn was won by C. H. Howitt, of Randolph, who captured this trophy for the second time.

The next convention of the National Hay Ass'n will be held at Cedar Point, O., Aug. 23-25.

Rice growers of Louisiana are considering a recent plan, proposed by Henry L. Gueydan, a man of wide influence, for improvement of the home market. He suggested that half a million barrels of rice be dumped on the foreign markets at any price that can be obtained for it, for the purpose of sacrificing some to save the rest. By removing that much rice from the over supply in the domestic market it is believed the remainder could be sold at a much better price. Will the tariff be maintained?

As yet I am unable to propose as definite methods of treatment of wheat seed and wheat soils as I have done in the case of flax seed and flax-sick soils, but our experimental results are of such direct nature as to warrant the belief that sanitary methods of soil culture and of seed treatment similar to those advised for the elimination of flax-wilt fungi from seed and from soil will work wonders when applied to seed wheat and to the so-called "worn-out" wheat soils; and will, I believe, do much to bring future wheat crops up to the old time standards of stiff, bright straw and plump grain.—H. L. Bolley, N. D. Agri. Exp. Sta. Press Bulletin No. 33.

Golden Flaxseed.

The first golden flaxseed ever seen in Minneapolis was recently exhibited at the Chamber of Commerce of that city. Several thousand bus. of this new crop have been raised in southern Idaho. All of it will be used for seed and within a year or two it is expected golden flaxseed will have become a common commodity.

The new flaxseed will find a ready market at the linseed oil mills of Minneapolis, which have grown to such large capacity as to exhaust the supply of seed available for their use. Golden flaxseed, it is said, will produce 40 per cent of oil, compared with 36 per cent from the ordinary seed.

W. B. Hardcastle, of the American Linseed Co., which received the grain at Minneapolis, said "Golden flax was imported from India a few years ago and grown in southwestern Idaho. Only a few bus. were raised at first and this was saved for seeding. Gradually the amount has increased and we now have about 800 bus. which will be used for seeding only. Golden flax sells at a premium of about 50c over the ordinary brown seed."

Adulterated and Misbranded Seeds.

In carrying out the provisions of the act of Congress making appropriations for analyses of grass, clover and alfalfa seeds obtained in the open market, 1,814 samples were bot and analyzed in 1909 under the direction of Edgar Brown, botanist in charge of the seed laboratory. Publication of the analyses of the 69 samples found to be adulterated or misbranded is made in circular No. 31, of the U. S. Dept. of Agri., issued Feb. 16.

Of alfalfa seed 359 samples were obtained and of this number 107 contained dodder. No lots were found to be either adulterated or misbranded.

Of the 630 samples of red clover seed obtained, 54, or less than 10 per cent, were found to contain dodder, as contrasted with more than 50 per cent last year. The fact that a comparatively small number of samples of red clover were found to contain dodder this year is no doubt chiefly due to the low price of clover seed in the spring of 1909, little low-grade seed being imported from European sources. No samples of red clover seed were found to be adulterated or misbranded.

Three hundred and seventy-nine samples of orchard grass seed were obtained and of this number 55 were found to be adulterated with seed of meadow fescue or rye-grass, or both. This is practically the same number of adulterated samples of orchard grass seed that was found in 1908.

Of the 446 samples of seed obtained as Kentucky bluegrass, 14 were found to be wholly or in part seed of Canada bluegrass. This shows a decided decrease in the amount of adulterated seed of Kentucky bluegrass on the market compared with last year, when 39 samples were found. This decrease is no doubt partly due to the fact that there was less difference in price between Canada bluegrass and Kentucky bluegrass seed this year than in former years. Germination tests of this seed showed a variation from zero to 90 per cent, with an average of 62 per cent.

Of the 40 firms whose names are published in the circular as selling adulterated seed, only 19 have been previously

published for the same reason, indicating that the result of publication has been to deter dealers from continuing the sale of adulterated seeds.

Russia Now Leads in Wheat.

A remarkably large wheat crop was harvested by Russia in 1909, as shown by the revised official returns. Coming after three successive short crops, the 783 million bushels reported not only exceeds by more than 100 million bushels the previous record for that country, but constitutes the largest crop ever harvested by any country.

Only twice has the wheat production of Russia surpassed that of the United States—first in 1904, when the crop in the latter country was a partial failure. But now, in a year when our own yield is next to the largest in the history of American agriculture, that of 1901, Russia a second time takes first rank among the wheat-producing nations. Trade reports about harvest time led to the expectation that the yield of spring wheat would be abundant, but not that a new record would be made. The first estimate of the Russian Statistical Committee, from data gathered in August, placed the wheat crop 179 million bushels below the banner crop of the United States. That estimate has now been raised more than 200 million bushels.

The wheat acreage in Russia has been rapidly increasing for many years. In 1895 the area was 42 million acres. The 50-million limit was passed in 1900 and the 60-million limit in 1905, while the 1909 crop was raised on over 65 million acres. From 1895 to 1909 the rye acreage increased only 2 million acres, from 70 to 72 million acres; during the same time wheat gained 23 million acres. Rye is the chief bread grain of the country, while wheat is the "money crop," about one-fourth of the whole being exported.—*Government Crop Reporter.*

Exports of Glucose, Corn Oil and Cake.

During the ten months prior to Nov. 1 we exported 76,153,828 lbs. of glucose, 39,850,121 lbs. corn oil cake and 19,597,821 lbs. corn oil, against 83,003,670 lbs. glucose, 48,430,464 lbs. corn oil cake and 17,818,440 lbs. corn oil for the cor-

responding period during the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Manchurian Beans Piled Up.

The vast oriental trade in soy beans, the exportation of which, reaches an enormous total, is well illustrated by the accompanying engraving for which we are indebted to *Popular Mechanics*, showing hundreds of hillocks of sacked beans awaiting shipment from a point on the South Manchurian railroad.

Europe is Manchuria's best customer for this product, soya bean meal being used extensively in several continental countries as feed for stock. In China 200 varieties of the bean are grown and are consumed as human food by the natives. Their flavor, however, does not commend them to the palate of the Caucasian either in Europe or America. Growing attention is being directed toward the soy bean as a forage crop that may profitably be grown over a wide section of the United States.

The Manchurian crop of soya beans promises to be large this season. A considerably larger area was planted than is usual and the most trustworthy reports point to a crop from 20 to 50 per cent larger than last year. This would mean a total of 1,000,000 to 1,400,000 tons. It is being offered at about 50c a cwt. of 112 lbs. The industry has created interest in many quarters, with the result that the number of buyers is increasing. American firms have recently entered the market. German firms, in view of the repeal of the duty on beans in Germany, will undoubtedly buy largely.

The soya bean industry may soon be developed to a much larger extent thru the erection of large seed crushing mills at Vancouver, B. C., and Seattle, Wash., where the bean can be crushed and the oil extracted. Large factories for the production of soya bean oil and cake are projected in Copenhagen and it is estimated that the new company controlling them will require 30,000 tons of the beans each year, which probably will be obtained in Manchuria. Oil cake to the value of \$7,000,000 is consumed annually in Denmark, this including cake of all kinds. A large proportion of this is shipped from Hull, according to a recent report from U. S. Consul W. C. Hamm at that port.



Sacked Beans Awaiting Shipment on South Manchurian Railway.

Laws and Influences Affecting Grain Prices.

[Paper read by P. S. Goodman at annual meeting of Kansas Grain Dealers Ass'n.]

More frequently it is said of grain than of any other kind of merchandising, that it is a business of chance. In absence of prophetic vision the element of chance enters into all material concerns, but less in the grain line than commonly reputed. The chief refutation of the current opinion of many inside and outside the trade is the large percentage of successful people, and the persistence of the individuals engaged in the trade. That the trade requires more alertness in transactions than general merchandising has given weight to the opinion of chance. It is not a business wherein the average man can accumulate large lines and wait a favorable period for marketing; he cannot look forward to the next year's operations, for while the demand is a constantly ascending one, the supply is a matter of chance, subject to the whims and caprices of nature. Being confined largely to the handling of each successive crop, the grain dealer is limited to a few months at the most of great activity. Though the coming crops are uncertain as to final results, the approximation begins to affect the markets before the operator is through with the old crop, and he has ample time in which to adjust his business.

The chance which gives us good or bad crops develops sufficiently early to provide a balance that places the grain dealer on equal ground with all other tradesmen. He is especially fortunate in having the future markets at his service at all times for protection, and in this respect can conduct his business on better lines of safety than his fellows in general merchandising. The element of chance is largely eliminated if the dealer takes advantage of the opportunities to protect his transactions. The failures that occasionally come to the grain trade are almost invariably traceable to recklessness—to using the future markets for speculation. On the other hand, there are occasionally a few failures on the part of grain merchants refusing to avail themselves of the future markets. These great markets are melting pots of diverse conditions of the food-producing and food-consuming countries and, when utilized by the trade, reduce the element of chance to a minimum—absolutely insuring transactions.

The abuses of the great markets, which have become a rarity in recent years, have been profitable to the trade and to the producer more frequently than unprofitable, for as a rule the speculative abuses have been on the bull side, which is the attractive side to the speculative following. The actuating influences of the markets is neither mysterious nor incomprehensible. The grain trade, the dealing in breadstuffs, is subject to definite laws and influences, of which no one has a monopoly of information. The average price which the markets make is the registry of these laws and influences, just as the indicator on the dial of a watch registers the combined operation of the springs, cogs, and pinions.

While the price movement of grain is responsive to the law of supply and demand, it is in turn moving upward or downward over long periods in harmony with the general price movement of the world.

There are two fundamental laws of grain prices—of all agricultural products that act in opposite price directions. The increase of production through opening of new lands and cheapening of the processes by invention of labor-saving machinery—the other increasing demand which can only be met by increased cost of production.

Grain prices have constantly fluctuated in pursuance to these three laws—the general price movement, the cheapening of production, the increase in demand. Within a reasonable period we can foresee the drift of the general price movement—at least from crop to crop. The indecisive periods are when we are reaching the top, and when we are turning from the bottom. These periods occur at long intervals, and in no case is the general movement rapid when swinging from one drift to another. As to the primary laws affecting all agricultural products we are again able to see very clearly the direction of the market.

Our grain trade so far as accurate and continuing data is concerned in this country begins with the Civil War, when the price movement—the cost of living—began to ascend and was extended beyond it several years, to be taken up by the Franco-Prussian War and carried forward into the next decade, and further stimulated on the verge of a decline by the resumption of specie payments, in 1879. The effectual downturn began with the close of 1882 and

reached its low level in 1897. We are now in the thirteenth year of an ascension of the cost of living, and the general price list is nearly as high as in 1882. Wheat and corn followed the general price movement, the variations being due to the specific influences affecting them. They rose more rapidly than the average price during and subsequent to the war as demand was in excess of natural productivity; they fell more rapidly in the middle '70s when new lands were being opened and invention made possible a larger cultivation and reduced the cost of production. They dropped lower in the relative scale as the same causes were operating to a greater degree, and the lowest prices—fearfully unremunerative prices—were made in the two important breadstuffs two and three years before the cost of living touched its lowest level.

The advance since 1894-95 to the present is so recent as to require no comment, except to remind you that the operation of the other law of grain prices has been exemplified in the past eighteen months by an advance in excess of the general price list thus emphasizing the law that increased population and needs is attended with a larger increase in the cost of production. The manufacturer by reason of constant improvements in machinery can increase his production and cheapen the price. The farmer can only increase his production by increased cost. Where twenty bushels to an acre is now the normal yield, thirty bushels can be produced by more exacting cultivation, and by the use of fertilizers combined with crop rotations, and the cost thereof will be greater than the increased yield, as we must include the increased value of the land into the cost of production, just as investments enter into the cost of manufacturing. As the appreciation of land values in Kansas the past ten years has added to the cost of wheat production, and made dollar wheat no more profitable to the farmer than 65-cent wheat, so the same proportional cost has been proceeding in all breadstuffs.

These general laws are not the only factors in the making of grain prices; variations of them from the normal are constantly occurring. These variations are large or small crops, the visible supply, the crops in other lands affecting the surplus, especially of wheat, which we raise in excess of our domestic consumption. Hence, prices do not adhere to the main laws with uniformity.

We are declining as a factor in the surplus markets of the world and steadily approaching a domestic basis. Statistical estimates of our crops lack accuracy, and the reports of the Government are indices of larger or smaller harvests, rather than expressions of exact production. They show a domestic consumption in the last ten years of 6.1 bus. wheat per capita, comparing with 5 bus. prior to 1880. Our exports dropped from an average of 2½ to an average of 1.8 and in the last three years an average of 1.4 bus. The character of our exports has undergone a great change, the Atlantic seaboard shipments have been largely durum in the grain form. Our flour shipments show a tendency to hold up a large proportion when the price is above that of Europe and indicate a definite trade in flour. We are still an exporter of the surplus wheat of the Pacific Coast, where production has been rising, and on account of the remoteness of that section from eastern market and the higher cost of delivery by rail east than by boat to Liverpool, that section will continue tributary to the European markets, until we have reached a price level which will absorb the production. We have been for several years out of line with Liverpool on the average of prices and within another decade we will probably cease to be an exporting nation. However, we are far from being an importing nation, as the growth of our population will stimulate greater production.

Speculation by mere force sometimes throws prices out of jolt, and usually the speculator comes to grief from the burdens heaped upon him, and the disposition of the "corpse," as his accumulations are termed, more than offset the profits. The movement in the winter of 1904-5 was the last spectacular affair of the kind, and it brought a terrific loss upon the crowd that engineered the advance far beyond the price justified by the partial impairment of our crop the previous year. The grain dealers and the farmers profited by that affair. The most unfortunate "money" market was that of the late months of 1897 running to May, 1898. Never was a campaign planned with more elaborate statistical work, or promised so well as that one. It was based upon a world-wide shortage in supplies, the sixth of small crops in this

country as reported by the Agricultural Department. The result showed that our crops had been badly underestimated. The long sustained campaign was exceedingly beneficial to the farmers of the country, and played a very important part in the early revival of business, but it made havoc with one great fortune.

A new price factor, at present temporary, but eventually a permanent influence to the making of prices of grains, is the producer-merchant—the farmer who is able to carry his crop to a favorable marketing period. He has been rising in importance in the West, though noted for years in the eastern states, and characteristic of Europe for many years. Proprietorship of land, when combined with financial independence, develops the producer-merchant. Our declining visible relative to size of crops is a reflection of the shifting of the burden from the dealer and miller. The producer-merchant must be considered in the grain trade; he is becoming a part of the general trading. He has been the brake, automatically applied, to runaway markets in the past two or three years, and has forced the bear raiders to cover by automatically shutting off sales from the farm, when depression has been carried too far. The English and French markets have been kept on a more even movement in response to general and special influences than on this side because of the large reserve stocks carried by the producers. The French farmers carry the reserve of that nation, so that large crops never yield up much exports, and short crops are followed by very small imports. The entrance of the producer-merchant to our markets furnishes a buffer between the extremes of speculation and disposes the markets to an orderly fluctuation. He can only be eliminated by closing our future markets with the resultant denial to him of the vast fund of domestic and world information that they now furnish everyone.

Theories of price movements are as numerous as the well defined laws and natural influences, and their persistence is the guile of the average speculator. The chief theory that the professional operators of Chicago make and unmake prices at will is given a color of fact because the professional operator leads the way when events are being unfolded, succeeding by attention to the underlying laws and influences. When they put their opinions against the facts they fall, as do all others; there have been more failures than successes in an effort to make a market by professional operators. Consciously or unconsciously the great bear operator of 1893-94 followed the combination of depressive movement and influences and was blamed for the lowest prices in wheat and corn made in a generation or more. Last year, Mr. Patten, a conscious bull operator, taking advantage of the swing of prices and bullish influences in grain, was in the leadership when we made long sustained high prices. He was blamed for high prices. In 1894 the producers clamored for the closing of the exchanges on the theory that a professional operator had brought about the unprofitable markets. Now the consuming public is clamoring for the closing of the exchanges on the theory that a professional operator increased the cost of their living.

There is a theory that because prices on a large-sized wheat crop, or a low-sized crop, or on certain supplies, was marked by a certain price at a certain time of the year, the repetition of the same situation means the same price again. This ignores all laws and influences, and it seems incredible that it should be constantly advanced by the trade and by speculators.

Among the speculators are some who ignore all news and pretend that the market gives the clue to the price advance, these amateur clairvoyants happily come to grief before their prattle wears those who are forced to hear it. The worst offense against a man's better qualities and his purse is to entertain the idea that he can read the market in the quotations.

A more substantial theory, and a very perverse one, is that a decline in stocks will force a decline in breadstuffs. The stock market discounts the future at some distance, usually a year or more, while grain prices cover a shorter period of time, and their downturn does not come until after the fall in the stock market has passed. If we were dealing in futures as remotely removed from the present as the events the stock market discounts, we could follow its movements. At present there is a bear commitment based upon the decline in stocks that began in January. Three years ago a large bear element attacked the price of grains, on this theory, and when the stock market was going to

pieces, grain prices were making new sustained records. The only effect of the panic was a temporary decline on the calling of grain loans by alarmed bankers.

The daily fluctuations of the market are beyond the call of any one, the top and the bottom, the extent of a rise or decline beyond forecasting. The tendency alone can be reasonably forecasted, and a regard for the fundamental price influences will prove beneficial. The market is being constantly adjusted to the actual with the rhythmic swing of the pendulum of diverse opinions.

There are a few special influences connected with corn and oats that are not concerned with wheat, and vice versa. The chief distinction is their largely domestic character, as only a very small portion of either is exported, and the foreign crop and foreign price are negative factors. Corn has become more than a food of the lower animals. It is part of our general food, direct or through transformation.

Though the production has grown rapidly in recent years, there has been another encroachment upon the supply that has had a telling effect on the price in the past four or five years, and that is the increasing feeding of cattle and sheep as grazing lands have contracted.

The government reports on corn are indicative only of the large or small crop, and like all estimates should not be accepted as authoritative on measurements. According to our government reports, the last three crops have been more than moderate, the last two excellent, yet we have used up the first two closer than any crop since 1901, and in doing so we have reduced the number of feeding cattle and hogs, though the prices of these have been rising more rapidly than corn. The fact is we have not raised enough corn for our domestic use since 1906, else we would have more instead of less cattle.

Our estimates on the corn market are subject to disarrangement by an open or a closed winter. The open winter provides field forage of some kind on the farm, the cropping of winter wheat, the stripping of corn stalks, the dry grasses of the summer pastures. A closed winter, such as we have been having this season, calls for heavier feeding over the northern section of the country, with practically no foraging in the fields. Severe cold requires a larger percentage of the feeding to maintain proper physical condition, and there is less than the usual improvement in the weight of stock proportional to the quantity fed which lowers the profit of the feeder.

Public agitation against high prices may eventually undermine the market as it is the manifestation against the rapid elimination of the saving margin of the great body of the public, and prices can not continue to rise on an exhausted support. The protest is purely American; our undigested foreign element has taken no part in it, because it has been accustomed to higher prices of food stuffs, and unaccustomed to many of our high-priced foods, and it never has had the experience of our own people of the present and passing generation with low-priced foods. We are approaching a turn in the general price, but the proportion that the price of breadstuffs and foodstuffs will bear to the total cost of living will increase in this country, as the additional lands that will come into cultivation will carry with them the larger value and larger operation incident to reclamation and irrigation.

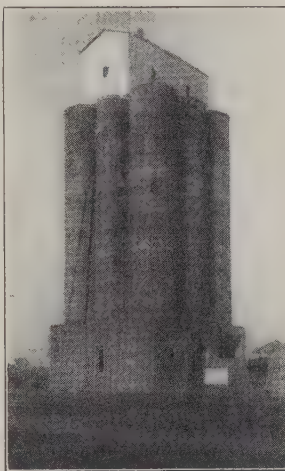
We can produce sufficient breadstuffs for twice our present population without extension of the area. It is simply a question of price. There is no need of our agricultural departments fretting over our methods of farming. The past three years high-price level of wheat has stimulated the planting of larger acreage east of the Mississippi where lands have been too costly for wheat raising for some years. The question of food supply need not worry this or many succeeding American generations, but the price related to prices of clothing and other articles will range higher.

Prices on wheat in Buenos Ayres Dec. 16, 17 and 18 were, according to the Herald of that city, as follows: Dec. 16, January, \$1.05½; Feb.-March, \$1.04½; Dec. 17, January, \$1.05¼; Feb.-March, \$1.04½; Dec. 18, January, \$1.03½; Feb.-March, \$1.02½, showing the gross inaccuracy of the cables at the time of the December excitement.

Country Elevator of Reinforced Concrete.

An example of the use of reinforced concrete in the construction of country elevators as well as the big terminal houses is afforded by the plant illustrated herewith, one having been erected at Oriska, N. D., for the Consolidated Elevator Co., of Duluth, and another being contemplated on exactly the same plan by the Farmers' Elevator Co. at Renville, Minn.

This elevator has a capacity of 40,000 bus. and consists of nine tanks of con-



Reinforced Concrete Elevator of Consolidated Elevator Co., at Oriska, N. D.

crete reinforced, 11 feet inside diameter and 60 feet deep.

The center tank is not used for the storage of grain but contains the leg, rope drive, man lift, etc.

In addition to the eight circular storage tanks there are four interspaces used for grain storage which have a capacity of about 1,200 bus. each. All the twelve bins are overhead and all are hoppers.

The space under three of the tanks is used for the driveway and dump scales, the space under two others for the office and engine room and the space under the remaining tanks is used for the cleaner, hopper scale, etc.

There is a full basement under the whole house. The foundation slab, work floor and tank floor are all of concrete reinforced construction and the elevator is absolutely fireproof.

The cost of construction compares favorably with that of wood when insurance, repairs and painting are taken into consideration. A. W. Menk is the builder of both elevators.

The Grain Dealers Journal gives me such valuable pointers I consider it a great help in the business of handling grain.—Wm. Baugher, mgr. cltr., Leesburg, Grain & Mfg. Co., Leesburg, Ind.

Rice straw for making paper pulp is the latest industrial undertaking of John W. Gates, who is now in Port Arthur, Tex. He has just consigned 250 tons of Texas rice straw to a large eastern pulp mill where extensive tests of the material will be made to ascertain its value in paper making. If entirely successful it is anticipated that a large paper mill will be erected at Port Arthur. Tests on a small scale, with special preparations for the conversion of the straw, have resulted in the production of paper of satisfactory quality.

NON-SIFTING SAMPLE ENVELOPES TULLAR ENVELOPE CO.

Successors to
HOWE ENVELOPE CO., Ltd.
67 Larned St. West, Detroit, Mich.

The host of users of our Special Grain Shovel Rope

and all other owners of Car Pullers would do well to use our Marline-Covered

CAR PULLING ROPE

It's a great thing.

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
26-30 Atlantic Ave. 105 N. Canal Street

R



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist Penn Yan, N. Y.

ATTENTION ELEVATOR OPERATORS

Now is the time to contract for

BINDER TWINE

Get in line with an Independent Twine Mill that has been manufacturing Binder Twine for 30 years. Write for our prices now.

PEORIA CORDAGE COMPANY

PEORIA, ILL.

Not in any Trust.

RATS & MICE EXTERMINATED SCIENTIFICALLY

WITH

Pasteur Vaccine Co. Rat Virus

Non-Poisonous—No Odors

The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

MOURATUS—Gelatin Form, 50 and 75c.

RATITE—Liquid Form, 75c, \$1 and \$1.50.

Write for further particulars and testimonials to

PASTEUR VACCINE CO., Ltd.

Sole Concessionaires of Institut Pasteur, Paris, Biological Products.

7 Rue Meyerbeer, Paris, France.

New York, 366 West 11th Street.

Address Dept. K Chicago, 323-325 Dearborn Street.



Supreme Court Decisions

Arbitration.—Mutual promises of submission to arbitration afford sufficient consideration to bind the parties.—*Mead v. Owen*. Supreme Court of Vermont. 74 Atl. 1058.

Property in Exchange Seat.—A seat in a stock exchange, so far as it is property, is subject to the rules of the exchange, and a sale thereof must be in subordination to such rules.—*Shannon v. Cheney*. Supreme Court of California. 105 Pac. 533.

Arbitration.—Awards of arbitrators chosen by parties to a controversy are final and conclusive as to all matters embraced in the agreement in the absence of fraud, mistake, or misconduct.—*Sanders v. Newton*. Court of Civil Appeals of Texas. 124 S. W. 482.

Waiver of Duty in Delivery.—A buyer of goods for delivery in carload lots on his giving shipping directions from time to time waives any delay in delivery by consenting thereto.—*Majestic Milling Co. v. Copeland Commission Co.* Supreme Court of Arkansas. 124 S. W. 521.

Carrier Liable for Misrouting.—Where a carrier accepting goods, agreeing to transport them over its own and certain other roads, deviated from the agreement, and transported them by other connecting carriers, it was liable as an insurer for injuries thereto even from causes of loss from which a carrier is usually exempt.—*Cleveland, C. C. & St. L. Ry. Co. v. Schaefer*. Appellate Court of Indiana. 90 N. E. 502.

Consignee's Right to Sue Carrier.—Where property is consigned to a commission merchant for sale without any previous contract or any advances made to the shipper, the consignee acquires no general or special ownership in the property before its delivery to him, and cannot maintain an action to recover for damages to the property in transit.—*Grinnell-Collins Co. v. Chicago, M. & St. P. Ry. Co.* Supreme Court of Minnesota. 124 N. W. 377.

Unguarded Machinery.—In an action for death or injury resulting from dangerous machinery left unguarded, in violation of section 1813, Rev. Laws 1905, the location of the machinery, the sufficiency of the guards, and the necessity or liability of the operator coming in contact with it, are all substantial considerations to be submitted to the jury for determination.—*Kerling v. G. W. Van Dusen & Co.* Supreme Court of Minnesota. 124 N. W. 235.

Refusal to Build Side Track.—Where a common carrier in this state neglects or refuses to obey an order of the Railroad Commission requiring it to build a spur or side track in a certain county and location, and suit is brought by an individual to recover for loss, damage, or injury caused thereby or resulting therefrom, the venue of the suit is in the county where the principal office or place of business of the carrier is located.—*English v. Central of Georgia Ry. Co.* Court of Appeals of Georgia. 66 S. E. 969.

Taxation of Grain in Transit.—Grain shipped from one state to another, and which, while passing through an intermediate state, is, under a permission in the contract of shipment, removed from the cars by the owner, a resident of such state, to his private elevator, for the mere temporary purpose of inspecting, weighing, cleaning, drying, sacking, grading, and mixing, is not in transit, but has a situs in such state, making it subject to taxation there; it being there stored for an indefinite time, and the owner not being obliged to send it forward under the contract of shipment, and his mere intention to send it forward under such contract not giving it the status of being in transit.—*People v. E. R. Bacon*. Supreme Court of Illinois. 90 N. E. 636.

Standing Order for Cars.—The petition in this case is to be construed as an action for damages resulting from a breach of public duty in failing to supply cars for the shipment "of lumber, wood, and slabs." The only request for cars alleged in the petition was "a standing order * * * for five cars a day." Held, that this order was too indefinite to become the basis of a cause of action for damages resulting from an omission to furnish cars.—*Simmons v. Seaboard Air Line Ry.* Supreme Court of Georgia. 66 S. E. 733.

Crop Pledge.—Where an administrator cultivates a plantation without authority, he cannot bind the succession, but may render himself personally liable for the obligations thereby incurred. On the other hand, the person who furnishes the money and supplies used in the production of a particular crop is entitled to enforce his privilege on the crop, and the administrator, who has acted as such, in obtaining the money and supplies, may stand in judgment in a proceeding instituted for that purpose, though no general judgment may be rendered against him as representing the succession.—*Maxwell-Yerger Co. v. Rogan (P. P. Williams Co., Interveners)*. Supreme Court of Louisiana. 51 South. 48.

Stamp Tax on Bucket-Shop Transactions.—A bucket-shop, which made contracts for the purchase and sale of stocks and commodities with its customers, and executed the same by pretended purchases and sales through another bucket-shop having no relations with such customers, the contract between them expressly providing that the first was not an agent of the second, was conducting a separate business, and the transactions of both concerns were subject to the stamp tax imposed by War Revenue Act June 13, 1898, c. 448, § 25, schedule A. 30 Stat. 453, as amended by Act March 2, 1901, c. 806, § 8, subd. 3, 31 Stat. 943 (U. S. Comp. St. 1901, p. 2302).—*Eldridge v. Ward*, Revenue Collector. Circuit Court of Appeals. 174 Fed. 402.

Bucket-Shop Transactions.—Where one gambles with a bucket shop on the rise and fall of the market price, putting up a margin to secure the shop, and loses, an agreement of the shop to pay him back the money is not void under Ky. St. § 1955 (Russell's St. § 1807), declaring void every contract, the consideration of which is money won or lost at gaming; this merely making void contracts for the payment of gambling debts; section 1956 authorizing the recovery from the winner of money lost at gaming, and section 1959 making the stakeholder liable if on demand he does not return the money to the one depositing it.—*Williams Commission Co.'s Assignee v. W. A. Shirley & Ero*. Court of Appeals of Kentucky. 124 S. W. 327.

A bill to remove import duties on food-stuffs has been introduced into Congress by Champ Clark of Missouri.

Nineteen field agents were employed by the Bureau of Statistics of the U. S. Dept. of Agri. during 1909. These agents devoted their entire time to the work of collecting data on various crops, information regarding rural schools in connection with instruction in agricultural and general statistics on agricultural conditions. A special agent also was employed during the first half of the year in Europe in gathering information regarding European crops. In addition to these there are regularly attached to the bureau several classes of voluntary correspondents, principally farmers, who serve without monetary compensation. There were, during the year, approximately 135,000 voluntary correspondents. In the United States there are about 2,800 counties classed as agricultural and in practically all of these the bureau has county correspondents, one in each county, who are selected with reference to their fitness for making crop reports. Each of these has 2 or more assistants who send reports from various sections of the county.

Elevator Operators.

Aroma, Waldron P. O., Ill.—Waldron Grain Co. eltr. on Big 4 Ry., capacity about 20,000 bus. W. H. Lowe is manager.

Lincoln, Ind.—A. P. Watkins, eltr. on Pa. Ry., capacity 30,000 bus., in business 32 years, handles 50,000 bus. of grain annually.

Iroquois, Ill.—L. T. Hutchins, hdqtrs. Sheldon, eltr. on Big 4, capacity 60,000 bus., in business 23 yrs., handles 250,000 bus. of grain annually.

Fowler, Ind.—Van Natta Bros., 2 eltrs., capacity 100,000 bus., on Big 4 Ry., in business since Sept. 1, 1909. F. W. Van Natta and W. S. Van Natta, Jr., compose the firm.

Buck Creek, Ind.—Robt. Alexander, eltr. capacity 25,000 bus., on Wabash Ry., in business 19 yrs., handles 200,000 bus. of grain annually, also operates an eltr. at Colburn.

Kankakee, Ill.—Risser-Rollins Co., eltr. capacity 30,000 bus., on I. C. Ry.—Bartlett, Patten & Co., eltr. capacity 350,000 bus., on C. I. & S. Ry. P. H. Elcon is in charge of the eltr.

Jacksonville, Ill.—Central Illinois Grain Co., eltr. capacity 60,000 bus.; on Wab. Ry. in business here 8 mos., handles 150,000 bus. of grain annually. C. R. Lewis is in charge of the eltr.

Reedsville, Ind.—Patten & Zike, eltr. on C. H. & D., capacity 10,000 bus., handle 100,000 bus. of grain annually. C. A. Anderson is in charge of the eltr. Headquarters at Morristown.

Arcadia, Ind.—Hollett-Winders Grain Co., eltr. on L. E. & W. Ry., capacity 30,000 bus., in business 3 yrs., handle 125,000 bus. of grain annually. J. G. Winders and B. P. Hollett compose firm.

Arlington, Ind.—R. Hutchinson & Son eltr. capacity 20,000 bus., on C. H. & D., in business 15 yrs., handles 100,000 bus. of grain annually, also flour and feed. R. Hutchinson and E. Hutchinson compose the firm.

Atlanta, Ind.—Walton & Whisler, eltr. 15,000 bus. capacity, on L. E. & W. Ry., in business 12 yrs., handle 150,000 bus. of grain annually, also deal in flour, seeds and coal. Mr. H. L. Holly is in charge of the eltr.

Centerton, Ind.—Rothrock Elevator, eltr. on Vandalia, capacity 25,000 bus., handle 100,000 bus. of grain annually, also handle coal. J. H. Rothrock, Sr., J. Rothrock and J. Rothrock, Jr., are interested. In business nearly 2 yrs.

Whiteland, Ind.—Whiteland Grain & Coal Co., eltr. on Pa. Ry., capacity 15,000 bus. E. D. Brewer is pres., H. L. Pittman vice-pres. and Otto Sharp is treas. and mgr. Handles 80,000 bus. of grain annually, also flour, coal and mill feeds.

Brooklyn, Ind.—Hughes Lbr. & Grain, eltr. capacity 20,000 bus., on Vandalia Ry., in business 2 yrs., handle 100,000 bus. annually, also lumber and coal. J. A. Hubbard is pres., H. C. Searce vice-pres. and T. J. Hughes sec'y and treas.

Edinburg, Ind.—M. Cutsinger, eltr. on Pa. Ry., capacity 100,000 bus., in business 30 years, handles 300,000 bus. of grain annually.—D. R. Webb, eltr. capacity 20,000 bus., on Pa. Ry., in business 4 yrs., handles 100,000 bus. of grain annually.

Monee, Ill.—Geo. S. Miller, eltr. and whse. on I. C. Ry., total capacity 50,000 bus., in business 23 yrs., handles 350,000 bus. of grain annually.—A. & C. Schwiesow, eltr. on I. C. Ry., capacity 100,000 bus., in business 2 yrs., handle 200,000 bus. of grain annually.

Fountaintown, Ind.—Fountaintown Elev. Co., eltr. capacity 10,000 bus., on C. H. & D. Ry., in business 3 yrs., handle 200,000 bus. of grain annually. Martin Moore, pres., W. M. Patterson, sec'y and treas., compose the firm. W. H. Dameron manages the eltr.

Metamora, Ill.—J. R. Wagner, eltr. on C. & A. Ry., capacity 25,000 bus., in business here 10 yrs., handles 200,000 bus. of grain annually, also handles coal and live stock.—H. J. Wykle, eltr. capacity 40,000 bus., in business here 2½ yrs., handles 300,000 bus., also deals in coal.

Delphi, Ind.—Donlin & Ryan, eltr. on Wab. Ry., capacity 20,000 bus., in business 15 yrs., handle 150,000 bus. of grain annually. T. J. Ryan and Wm. Donlin compose the firm. They also operate an eltr. at Rockfield, Ind.—C. M. Kerlin & Co., eltr. on Wab. Ry., capacity 40,000 bus., in business 15 yrs.

Cicero, Ind.—R. Porter, eltr. on L. E. & W. Ry., capacity 20,000 bus., in business since Mar. 1909, handles grain, flour, coal, seeds and feed of all kinds.—E. E. Cornthwaite operates an eltr. here on L. E. & W. Ry., capacity 10,000 bus., in business 9 yrs., handles 125,000 bus. of grain annually, also coal, seeds and lumber.

Books Received

ALFALFA. — Valuable information is contained in this bulletin regarding the growth and culture of alfalfa, preparation of the land, sowing the seed, etc. Among the topics considered by the author, O. M. Ball, are the following: "Purity of the Seed," "Analysis of Seeds," "Inoculation of the Seed," "Treatment of Young Alfalfa," "Pasturing," "Making Hay," "Feeding Value of Alfalfa," "Growing Alfalfa for Seed," "Enemies of Alfalfa," and "Insects Injurious to Alfalfa." Bulletin No. 109, Texas Agri. Exp. Sta., College Sta., Tex.

THE LARGER CORN STALK BORER. — This circular by George G. Ainslie, associate professor of entomology in Clemson Agri. College of South Carolina, gives the history and description of the larger corn stalk borer as found in the United States. Originally this insect, which develops from a caterpillar to a moth, appears to have been an enemy of sugar cane and to have first transferred its attention to corn in the southern part of the country where corn and cane are grown over the same territory. The borer is found almost universally thruout the south, from Maryland to Louisiana and westward to Kansas. Among other localities it has been reported to the Bureau of Entomology from Bennettsville, S. C., as destroying corn, especially that planted early in the season. From Waynesboro, Ga., in 1909, reports were received that in some fields the corn was "at least one-third destroyed" by an insect which later proved to be this species. Numerous illustrations add to the value of the circular, which gives preventive measures that may be used against the borer and names its natural enemies. Circular No. 116, U. S. Dept. of Agri., Bureau of Entomology.

Wheat Transportation Charges Duluth to Buffalo.

The recent hearing of the wheat and flour rate case at Buffalo by the Interstate Commerce Commission will be followed later by a decision announced from Washington. Commissioner Edward E. Clark, who heard the evidence at Washington, gave the attorneys until Mar. 15 to file supplemental briefs.

At the closing session of the Buffalo hearing chief interest centered in the testimony of James C. Andrews, of the Pillsbury Flour Mills Co., Minneapolis, and the figures given by Frank F. Henry, mgr. of the Washburn-Crosby Co. as to the items going to make up the cost to Buffalo millers for transporting wheat from Duluth and flour from Buffalo to New York.

Mr. Henry testified that it cost $\frac{5}{8}$ ¢ per bu. for transferring at Duluth, including state inspection fees; $2\frac{1}{10}$ ¢ per bu. for average lake freight; $\frac{1}{8}$ ¢ per bu. for marine insurance; $\frac{1}{8}$ ¢ per bu. for commission; $\frac{1}{2}$ ¢ per bu. for elevating charges at Buffalo; $\frac{3}{8}$ ¢ per bu. for switching charges at Buffalo; one cent per 100 lbs. for loading flour at Buffalo and 10¢ per 100 lbs. for freight rate from Buffalo to New York.

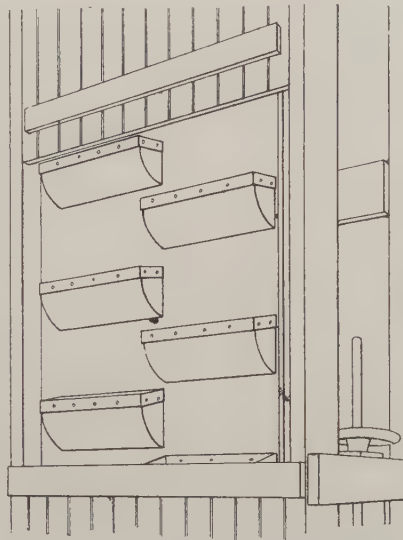
In reply to that evidence, James C. Andrews said that the charge of $\frac{5}{8}$ ¢ per bu. for transferring and for state inspection fees was the same; that the switching charge of $\frac{3}{8}$ ¢ per bu. was the same; that the loading charge of one cent per 100 lbs. was the same; and that the elevating charge in the Northwest was $4\frac{1}{10}$ ¢ per bu. compared with Buffalo's charge of $5\frac{1}{10}$ ¢ per bu., tho where the Northwestern millers were obliged to use public elevators it cost them $\frac{1}{2}$ ¢ per bu., just the same as Buffalo.

A Minneapolis dispatch announces that a breakfast food trust is about to be formed by the largest manufacturers in that line and that they will be joined by 7 of the white flour mills and 2 large bakery concerns of Minneapolis. The rumor is denied by the promoter.

Duplex Arrangement of Buckets on Belt.

Ever since belts came into use for the transmission of power it has been the practice to make the pulleys over which the belts travel slightly crowning in the middle. It is necessary to increase the diameter of the pulley in the middle in order to keep the belt running true. A belt will invariably run off one side or the other of a perfectly cylindrical pulley.

Belt is flexible and when used solely for transmission of power the crowning of the pulley is unobjectionable.



Duplex Arrangement of Buckets on Belt.

When a more rigid material, such as the elevator bucket, passes over the pulley it cannot easily accommodate itself to the slightly V-shape of the top of the pulley. The bigger the pulley and the wider the belt and bucket the greater the difficulty, tho the trouble is obviated to some extent by the bucket springing slightly as it passes over the pulley. This repeated strain on the cups and the rivets holding them to the belt has a tendency to wear the belt in the middle and to loosen the rivets.

By placing the buckets alternately on each half of the belt as shown in the engraving herewith the life of the entire equipment is prolonged. By having the buckets thus staggered the wear in middle of belt is largely done away with and the strain is taken off the rivets. With wide belts this arrangement permits the belt to adhere more closely to crown of the pulley and gives greater speed and capacity.

Exporters who have filed claims against the government for refund of the cost of stamps affixed to export drafts during the period of the Spanish war will be interested to know that they are gradually being passed by the government officials and that some, in fact, have been paid.

Gasoline engine water jackets, water tanks and water barrels can be protected from freezing by mixing a small amount of calcium chloride with the water, the exact amount being governed by the temperature it is desired to resist. Recent cold spells have resulted in many bursted barrels and cracked water jackets and from present prospects many more will suffer unless kept in a heated room.



Cover's Dust Protector
Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
124 Perley St., South Bend, Ind.

U CAN PREVENT BOILER SCALE

Our International Boiler Compound removes old scales and prevents the formation of new. It is no experiment. It will surely do the work. Try it. First order subject to approval.

INTERNATIONAL BOILER COMPOUND CO.
144-146 West Michigan St., Chicago, Ills.

KENNEDY CAR LINERS

INSURE YOU

against losses and worries occasioned by leakage in transit.

COST NOMINAL

Made by
FRED W. KENNEDY
SHELBYVILLE, IND.



THE ATLAS CAR-MOVER

Manufactured exclusively by
The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by
GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

Patents Granted

Car Seal. No. 946,997. (See cut.) Wm. V. Goodnow. Atlanta, Ga. The sealing strip has a slit for the reception of one end portion of the strip to form a loop, and each end portion of the strip has an opening for the reception of a soft member capable of receiving impressions from a sealing press.

Conveying Apparatus. No. 947,592. (See cut.) John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Co., Ottawa. The apparatus combines with the drag, the pivoted side board having a rod secured to the bottom of it and adapted to rest on one side of the drag trough, and means for hinging the rod to the drag.

Bag Holder and Truck. No. 947,419. (See cut.) Wm. W. Pecht, Mansfield, O. This is a combined truck and bag holder consisting of a truck-frame, a bag holding bar adjustably attached to the frame, a bracket pivotally attached to the bar and a yoke secured to the pivoted bracket, the yoke being provided with an upward extending flange and a clamping yoke provided with upwardly extending fingers.

Grain Door. No. 947,063. (See cut.) Hezekiah M. Hickman, Wellington, Kan. Sockets are arranged in pairs on the opposite sides of the door opening at the inner part of the car, and door members, having trunnions movable and removable, engage the sockets; the lower door member is provided with trunnions at the upper and lower extremities and the upper door members have trunnions only at their upper extremities.

Bean Sorting Machine. No. 948,123. (See cut.) John Q. Adams, Vassar, Mich. The machine comprises a conveyor and means for supplying material thereto, the conveyor consisting of a pair of traveling members, and comparatively shallow uninclosed trays supported by the members, the trays being spaced apart from each other to permit the refuse material in the trays, cuffed over the sides, to fall between the trays.

Grain Measuring and Weighing Machine. No. 948,289. Chas. D. Cromley, Alameda, Cal., assignor to Automatic Packing Co., San Francisco. The machine consists of a bracket rigidly supported and provided with upstanding knife edges, a scale beam fulcrumed upon the rigidly supported part, a frame partly supported upon the knife edges, a scale pan disposed within and supported from the frame, means to lock the beam against displacement, bottom sections hinged to the lower side of the scale pan, and means to unlock the scale beam and the bottom sections.

Grain Pickler. No. 946,929. (See cut.) Joseph Wilhelm, Moose Jaw, Saskatchewan, Can. The pickler combines, with a receptacle adapted to contain liquid, a closed casing having in one of its ends and supported in an inclined position, a

conveyor, an inlet and means for regulating the flow of grain to the conveyor, means for distributing grain in the casing, a perforated wall to the casing adapted to be submerged in the liquid, an imperforate drip pan secured to the casing and extending into the liquid, an outlet to the casing and means for actuating the conveyor.

Grain Shovel Power Mechanism. No. 946,621. (See cut.) Maurice W. Talen, Chicago, assignor to Weller Mfg. Co., Chicago. The mechanism combines with driving and driven members, of co-operating clutch members connected respectively to the driving and driven members, a latch for holding clutch members apart, means controlled by the initial movement of the driven member in forward direction for tripping the latch to engage the clutch members, and a stop-dog for arresting positively one of the clutch members and for disengaging it from the other clutch member at the end of the forward movement of the driven member.

Grain Separating Screen. No. 947,697. (See cut.) Frederick W. Hasch, Cecil, O., assignor of one-half to Timothy D. Foxson, Lansing, Mich. The separator comprises a suitable frame and a set of slats pivoted within and arranged in co-operative relation, each slat having a supporting surface for the material, one edge of the surface being substantially in alignment with the pivotal axis of the slats, and an angularly arranged air deflector having a flat portion depending from the opposite longitudinal edge of the surface and having its lower edge curved transversely in a direction toward the next slat for directing the air thru spaces between the slats.

Automatic Weighing Machine. No. 947,986. (See cut.) Andrew J. Ball, Ft. Worth, Tex. Suspended from the frame of the machine is a pair of scale beams, a pair of supporting beams being supported at one end of the scale beams and at the other end suspended on the frame; a feeding hopper is mounted on the frame with a discharge hopper, provided with two compartments pivotally mounted on the feeding hopper, and operatively connected with the discharge hopper whereby a valve is shifted as the discharge hopper is shifted; a trap door for each compartment of the discharge hopper, means for releasing the trap doors when the discharge hopper is tilted, and weights movable on the scale beams to determine when the hopper is to be tilted.

Acres of wheat in India this year, with 5 provinces not accounted for, is reported as 22,000,000 acres. This is an increase of 3 per cent over the same provinces last year, with a total of 21,748,000 acres.

A new Farmers' Bulletin on Boys' and Girls' Agricultural Clubs tells how to organize the clubs, how to conduct the contests, and what publications will be useful to the boys and girls. This bulletin may be obtained free upon application to a member of Congress, or to the Sec'y of Agriculture, Washington, D. C.

A Leading Iowa Seed House.

One of the most enterprising seed firms of the Middle West is the Adams Seed Co., of Decorah, Iowa. The new plant of the company, which is equipped with excellent facilities for the handling and distribution of seed, is shown in the accompanying engraving. This plant was completed in the summer of 1909.

The Adams Seed Co. was organized in October, 1906. The firm consists of B. H. Adams and W. C. Adams. The former has grown up in the seed business with N. H. Adams, who has been engaged in this line of trade for 44 years and, in fact, is still at it. The elder Adams many years ago established a reputation for pure seeds, his specialty being timothy seed, on which commodity he has a good



Up-to-Date Seed House at Decorah, Ia.

reputation with both eastern and southern customers.

The same methods in cleaning and handling timothy are employed by the Adams Seed Co., which has broadened the business until it now embraces all field, grass and garden seeds. The cleaning is done in an expert manner and their "Purity" brands of clover and timothy have attained a splendid reputation throughout the country.

Misinformation from Its Source.

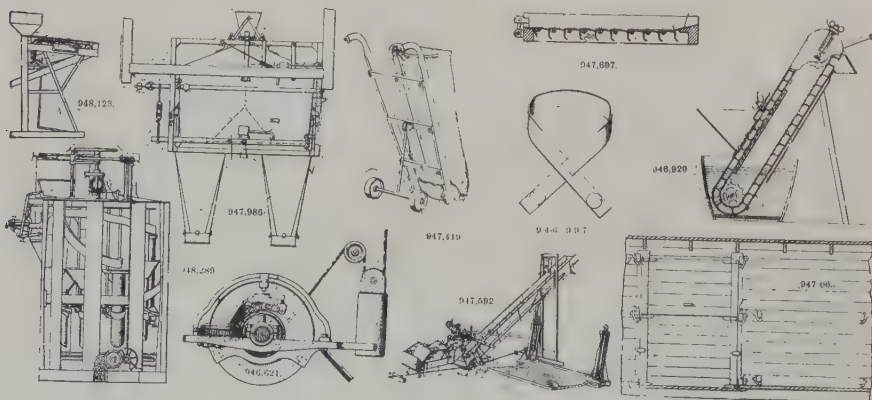
Farmers are not entirely to blame for their queer notions, if the following is a fair sample of the gospel spread by farm papers:

Editors Indiana Farmer: We had a dispute about where the hard wheat is raised. Is it the winter wheat we raise here, or the spring wheat raised in the northwest that is called the hard wheat? Please answer through the Farmer.—N. S.

Answer: Hard wheat is raised in the northwest, principally in North and South Dakota and Minnesota. It is a vitreous, red wheat known as Durham. A higher price is paid for it at the grain markets because it makes a better grade of flour than wheat raised in this climate. Altho some wheat grown here is hard it is all put on the market and classed together as hard winter wheat.

So many gold brick schemes have been floating around lately that many grain dealers are more cautious than ever about cashing drafts or checks for strangers.

Scarcity of suitable oats has been the cause of a recent marked advance in the price of oatmeal at Glasgow. The difference in the price of the best quality and inferior oats is about 5s to 6s per quarter, which indicates the great range of qualities on the market in that city.



Supply Trade

Barnett-McQueen Co., Ltd., has opened an office at 116 Grain Exchange bldg., Winnipeg, Man.

C. E. Bird & Co. have moved to room 614 Corn Exchange bldg., which gives them larger quarters.

W. N. Claus of Mason City, Ia., has entered the employment of Younglove Construction Co., Sioux City, Ia.

Grain Dealers Supply Co., 305 So. 3rd St., Minneapolis, has opened a machine shop in connection with its sales department.

Many friends of W. N. Claus of Mason City, Iowa, will be sorry to hear that he has recently lost his wife. We extend sympathy.

Fuller & Johnson Mfg. Co. are enlarging their plant with an addition to their gas engine dept. and a new two story office building.

The Link-Belt Supply Co., Minneapolis, Minn., has moved back into its old quarters, 418-420 3rd St. So., which it occupied before the fire.

Does advertising pay? Ask the man who advertises—he knows. Don't ask the non-advertiser—he doesn't know. If he did he would be doing some.

The Grain Dealers' Supply Co., Minneapolis, Minn., announces that it will shortly put on the market portable elevators, sacklers and sheet-metal spouting.

Callers: C. A. McCotter of the Grain Dealers Fire Ins. Co., Indianapolis, Ind. G. H. Davis of Ernst-Davis Co., Kansas City, Mo.—Harry W. Kress, Piqua, O.

Mr. E. Keith of the Invincible Grain Cleaner Co., Silver Creek, N. Y., was in Chicago recently in the interest of that company. He reports a fine outlook for spring business.

W. F. Collear has joined the Chicago sales force of the Avery Scale Co., and will travel Illinois in the interest of that company. He will make his headquarters at 608 Traders bldg., Chicago.

If you have any doubts of the advantages of advertising in the G. D. J. read the advertisement of the Maroa Mfg. Co., in this issue. Their ad. shows the results of eight years' experience.

Weller Mfg. Co., Chicago, Ill., has prepared for distribution Supplement 19A to its catalog. This supplement gives much detailed information and figures for builders or any who are contemplating changes in their machinery.

B. S. Constant Co., Bloomington, Ill., advises us that they have engaged N. A. Grabill of Anderson, Ind., to travel for them with their line of improved machinery, and that the outlook for this year's business is very good.

It certainly looks as though a banner year was before us so far as elevator construction is concerned. Last year was a very good one, but this looks even better.—Miss J. L. Lyman, with Younglove Construction Co., Sioux City, Ia.

The Millers Mutual Fire Ins. Co. of Alton, Ill., held its annual meeting Jan. 19 and elected the following officers: Pres., Geo. Postel, Mascoutah, Ill.; vice-pres., H. B. Sparks, Alton; sec'y-treas., A. R. McKinney; asst. sec'y., G. A. McKinney.

The Eastern Engineering Co. has been organized in Portland, Me., with capital of \$10,000, for the purpose of constructing and operating docks, el'trs. etc. None of the capital stock is paid in. The officers of the company are: Pres., Elbridge S. Colley; treas., Solomon W. Bates.

According to a news report, C. O. Merrill of Sterling, Ill., has invented a new corn drier, in which the corn is dried by passing in a thin wall between two perforated cylinders. The heat is forced into these hollow cylinders from below, and in escaping passes through the corn, taking with it the moisture. The corn is kept moving by a system of spouting and elevating.

J. D. McArdle of the Link-Belt Supply Co. says: Our business was not affected by the fire and from appearances we are going to have a good year. Best January business we have ever done. Lots of last year's prospects are now coming through. Have booked 10 complete outfits for grain elevator machinery for June delivery. Sold two carloads chain for saw mill in Ione, Wash.

Rodents Given Contagious Disease

All dealers in grain have experienced large losses through the depredations of rats and mice. It is difficult to contend with these troublesome rodents, as traps are generally unsatisfactory and poisons cannot be used on account of the proximity of foodstuffs intended for human or animal consumption.

This problem, however, seems to have been solved by the Pasteur Vaccine Co. Their experts, who have made so many wonderful discoveries of vital interest to humanity, have devised what may be termed the "Ideal Rodent Exterminator." It is a virus furnished in gelatine or bouillon form and is fed to the rodents on bait, which in the course of a few days causes a mortal and contagious disease that affects only rats and mice.

Readers who are troubled with these pests will find it to their interest to investigate this matter thoroly. Here is an exterminator that is said to destroy rats partaking of the bait, but also those that come in contact with them, and what is of prime importance is that the virus can be used with impunity anywhere.

The eltr. system of Baltimore recently was inspected by Mr. Matsuyama, of the Japanese firm of Mitsui & Co., and Mr. Kohno, of the South Manchurian Ry. Their purpose was to gain information to guide them in the construction of a large terminal eltr. at Darien, Manchuria. Charles R. Kendig, supt. of the Pennsylvania eltrs. at Canton acted as guide and encyclopedia of eltr. knowledge to the visitors. Mr. Kohno states that contract has been let to a Chicago firm for preparation of plans.

Grain dealers who figured on a large corn business with Mexico have been greatly disappointed in the extent of that done. Mexico advertised that about 5,000,000 bus. of white corn would be required to meet the shortage in that country's crop. Prepared for a large business, some of the American grain houses, it is said, named low prices to start with, and these low prices the Mexican buyers accepted. After accepting half a million bushels, it is claimed, Mexico has shut down and is now out of the market. Earlier in the season there was an inquiry in Baltimore for corn to be shipped to Mexico, but no trade materialized.—*Baltimore Produce Report.*

There Are
TWO KINDS

OF

ELLIS
GRAIN DRIERS

☞ Hot Air Machines, with capacities from 50 to 2,000 bushels per hour, handling the poorest grades of damp grain.

☞ Cold Air Driers and Conditioners, with capacities from 100 to 4,000 bushels per hour. They are the most successful machines in the world for raising the grade and improving the carrying qualities of all classes of grain.

THE
ELLIS DRIER CO.

Postal Telegraph Bldg.

CHICAGO

Grain Carriers

Grain rate hearings will begin in Boston Feb. 23 by the Interstate Commerce Commission as a part of its investigations of milling in transit regulations.

The new Interstate Commerce Commission bill, amended in many respects, will be hastened on its way thru the house and senate. The program, as arranged, is that the senate shall pass the measure, and then the bill will be taken up in a house caucus.

Collection of all undercharges for freight shipments and prompt repayment of claims for overcharges by the railroads are required by a new order of the Interstate Commerce Commission. Claims for overcharges against a number of railroads were investigated by G. N. Brown, special examiner for the commission, at a hearing held Feb. 7 in Chicago.

It is not the province of the Interstate Commerce Commission to order reparation for the exaction of an alleged unreasonable charge merely upon a showing that the carrier is willing to honor the claim. An award of reparation can be predicated only upon an affirmative finding that the rate exacted was in fact excessive. The Commission will inquire with particular care into the merits of complaints which are presented by shippers and carriers jointly lest unlawful preferences be unwittingly sanctioned.—*Pabst Brewing Co. vs. C. M. & St. P. Ry. Co.*, 17 I. C. C. 359.

Damming the outlet of Lake Erie is opposed by the International Waterways Commissioners in their report to the Canadian government. The injury which would be done thru the consequent lowering of the levels in Lake Ontario and the St. Lawrence river, in their opinion, would not be compensated for by the moderate degree of improvement in the regulation of channels west of the mouth of the Niagara. The statement is made, however, that somewhere in the Niagara River between Lake Erie and the falls a submerged dam could be placed that would greatly benefit navigation above without injury to that below.

Announcement is made by W. M. Hopkins, mgr. of the Transportation Dept. of the Chicago Board of Trade, that the Illinois Central has amended its various tariffs on grain to Chicago or beyond to provide that actual weight will apply on all shipments where cars are loaded to full visible or bulk capacity. The rule covering this basis provides further that agents must endorse on the way bills whether or not cars are loaded to full visible or bulk capacity. The dates effective of this basis are as follows: Jan. 27, on shipments from Illinois points to Chicago; Feb. 1, on shipments from Illinois and Indiana points to eastern trunk line territory; March 1, on shipments from Iowa, Minnesota, and South Dakota points to Chicago.

Two important amendments to the administration interstate commerce bill have been drafted by Chicago lawyers and shippers. The first of these gives the shipper, the original complainant before the Commission, the right to institute an appeal. The second provides that in appeals from decisions of the Interstate Com. the attorney for the complainant shipper may appear, file briefs, and be heard in oral argument before the

commerce court and in any subsequent hearing before the Supreme Court of the United States. Under the present law the shipper has no recourse provided the Interstate Commerce Commission decides against him. On the other hand, in the event of a decision against the railroads they have the right of appeal to the courts.

Interstate Commerce Commissioner Judson Clements spoke right out at banquet in New York. He told them there was great need for more regulation of railroads, particularly in the matter of capitalization. He gave some facts. He showed how Harriman expanded the Alton capital from \$33,000,000 to \$114,000,000 and only spent \$18,000,000. He showed how Morgan worked the Louisville and Nashville deal. There is the great trouble with our country today. Railroads are assessing business to pay dividends on billions of watered stocks. Government should put a bridle on new issues. President Taft should get busy. Drop the small issues and remove the cancer which some day will cause another panic and disaster if not checked.—C. A. King & Co.

Grain door allowance has been ordered by the Canadian railway commissioners upon the following basis: At and west of Fort William, lower car door, \$1; upper car door, 50c; east of Fort William, upper or lower car door, each 50c. Adjustment between shipper and railway company shall be made by the agt. of the railway company, at nearest point of shipment, by permitting the shipper to deduct from the freight charges, payable upon the shipment for which doors are furnished, shipper to receipt for the amount so allowed and turning the account in to the agt. as so much cash. In the event that the shipper does not prepay freight upon the shipment, then the railway company shall, within 30 days from the date of the shipment, reimburse to the shipper the sums payable for the door or doors so furnished.

A B/L showed a rate of \$1.55 per ton and routing in care of a connecting line. Thru one junction the two carriers had a joint thru rate of \$1.75 per ton; thru another junction, equally direct but carrying no joint rate, the combination thru rate was \$1.55 per ton. Held, that while an initial line is not chargeable always with knowledge of the rates of its connections, yet having accepted a shipment and a B/L upon which the consignor had noted a definite rate it was its duty to find that rate and route the shipment accordingly or to call upon the consignor for further instructions; and failing to do either, it is liable for the excess in transportation charges resulting from routing the shipment thru one junction when thru another junction equally direct the locals make a thru charge of the amount named in the B/L.—Conference ruling, Interstate Commerce Commission.

The administration railroad bill, amending the Interstate Commerce act, was re-introduced into the House Feb. 17 by Rep. Townsend of Michigan, with a number of amendments by Atty. Gen. Wickersham. As amended the bill covers the following points: First, control of the issuance of stocks and bonds by railroad companies and the prohibition of the purchase of competing lines; second, a provision requiring railroads to furnish their rates on application, with a penalty for failure to do so; third, giving the Interstate Commerce Commission power to suspend a proposed rate before it goes into effect; fourth, making effective the

long and short haul clause of the present law, so as to forbid a higher charge on a short haul than on a long haul, which provision was destroyed by decision of the courts; fifth, giving the Commission power to control the classification of freight and of all regulations and practices of the railroad companies. Electric lines are included in the scope of the measure. The amendment relating to the commerce court limits its power to that of a federal circuit court.

Misrouting, and the responsibility of carriers in connection with it, is considered in a recent ruling of the Interstate Commerce Commission, as follows: "As the agent of an intermediate carrier has no means of knowing just why a shipment has been routed thru particular junctions he has no right to substitute his own judgment as to routing for the specific routing instructions accompanying the shipment. In a stated case the initial carrier issued Bs/L showing particular routing but no rate; the transfer billing subsequently issued to a connecting line showed the routing and a 10c division of a 33c rate that did not apply thru the junctions named but thru another junction; and the agent of the connection therefore diverted the shipment thru the latter junction to destination. It subsequently appeared that because of the diversion the shipper had lost a transit right at a given point on the route specified, which was necessary to effect the sale of the shipment at destination. Held: That as tariffs are permitted to contain rules providing that they are subject to the transit privileges shown on the tariffs of individual carriers on file with the Commission, the intermediate line was responsible to the shipper for the difference between the rate paid in order to get the shipment back to the transit point and the legal rate over the route directed by the shipper."

Storing Green Alfalfa.

A new method of harvesting and storing alfalfa is coming into general use in central and western Kansas. The plan was first brought to public notice by Hon. J. W. Berry, Jewell, Kan., formerly a member of the board of regents of the Kansas agricultural college. His plan is to cut the alfalfa as soon as the dew is off in the morning, rake it green and haul it in the same day it is cut, the only precaution being that the hay be free from moisture other than that contained in the green stems and leaves.

The hay is stored in a shed, the bottom of which is elevated about two feet above the ground and covered with strips of board or poles with open spaces, allowing free movement of air and good ventilation beneath the mow. The shed is large enough to store a single cutting of alfalfa from eleven acres of ground and only cover the bottom of the shed to a depth of three or four feet. The hay is spread over the whole shed bottom in an even layer and not tramped, but left light and loose as it is thrown in. The second cutting of alfalfa is placed above the first, and the third above the second, until the shed is full to the top.

For five seasons Mr. Berry has put up the hay from this field in the manner described above, and each winter he has baled the hay and sold it at an average of \$2 per ton above the market price of good alfalfa hay. Hay stored and cured in this way is greener in color and of better quality than alfalfa put up by the usual methods.

Feedstuffs

The Union Pacific road has been given leave by the Nebraska R. R. Commission to change its rules so as to give manufacturers of alfalfa products milling in transit rates on refuse syrup used in manufacture.

The text of the feeding stuffs law and comments on it, also the rules and regulations prescribed by the commissioner of agri. which relate to the execution of the law, are contained in Bul. Ga. Dept. Agr., 1909, No. 48, p. 81, by R. E. Stallings. Analyses are reported of bran, middlings, and other wheat products, corn chop, oats, hominy, and poultry and mixed feeds. Formulas are given for condimental stock feeds and examples of rations for all kinds of live stock.

It is our honest belief, based on actual experiences, that it will prove out more profitable to mill the highest quality of alfalfa secured into a high grade, or choice meal, and the second grade into a second quality, or prime meal, and the off grade into a standard meal. There is a demand for all grades of alfalfa meal, but each grade should be sold for just what it is in quality instead of trying to blend two grades of alfalfa hay into the meal product, thereby giving a quality meal which is too low for one grade, and slightly better than the next lowest grade. Too often this kind of meal product fails of a fair classification on the part of the eastern buyer, who demands reclamation,

which finally nets the alfalfa miller a lower price than the meal is really worth.—*Feed Knowledge.*

Ten brands of wheat offals were found to be adulterated, in every case with ground corn cob. Evidently ground corn cob is used, first, because it costs but little and, second, because it is not easily detected by the untrained eye, and in this way many purchasers are deceived into paying grain prices for a mixture part of which has less value than poor oat straw. These mixtures are in some instances clearly misbranded. The names "A 1 white middlings," "Standard A Bran" and "Standard A Middlings" are not properly applied to any materials excepting pure offals from milling wheat, and under the above names the sale of these adulterated wheat offals is unquestionably fraudulent unless the components of the mixtures are stated on the packages.—N. Y. Exp. Sta.

Until a few years ago the feeding of hay to swine was unknown. In the west today a large number of farmers who grow alfalfa are feeding it to this class of animals. Experiments show that four pounds of corn and one pound of the last cutting alfalfa hay will produce more pork than five pounds of corn, it will make it better in quality and will reduce its cost not less than 20 per cent. The use of alfalfa pasture in summer feeding will reduce this still more. The limitations in the use of this forage for fattening hogs are yet to be determined. It is a well-known fact that pork can be made on less pounds of feed than can either beef or mutton. If at least one-sixth of the acreage of farms of the middle west

were to be devoted to alfalfa and every ton of the last cutting fed to hogs the saving in corn and the increase in the production of pork would be enormous.—Professor H. R. Smith of Nebraska.

In New York State Sta. Bul. 316, pp. 163-251, there is presented a list of brands of feeding stuffs licensed for 1909 and also the reports of analyses of 403 samples of feeds which include linseed meals, malt sprouts, distillers' and brewers' grains, corn brans, gluten, hominy and compounded feeds and animal products. In the analyses it is shown that wheat offals often were found adulterated with ground corn cob. "The entrance of oat hulls into the feeding stuffs trade," it is said, "has made it possible to adulterate grain mixtures in a way that escapes ordinary observation. Often the term 'chop' or 'corn and oat' is a part of the brand name and carries with it the significance that has been attached to it in the past and thus adds to the deception." Molasses feeds often were found to contain weed seeds, oat hulls, oat glumes, and straw. The statement is made by E. L. Baker, author of the bulletin, that "the writer is informed on good authority that the mill and elevator sweepings made in Buffalo are shipped to the manufacturers at a uniform price of \$9 per ton at the place of mixing. After mixing these are sold to the consumer at prices approaching \$27 or \$28 per ton." A table is given showing the composition and digestibility of buckwheat hulls, corn cobs, oat feed, peanut feed, husks, and shells, and rice hulls, which are used in adulterating feeding stuffs. The text of the feeding stuffs law as recently amended also is included.

ASK US FOR FREE SAMPLES

To reach every elevator operator by personal calls is an expensive, slow method of introducing any product.

Hence, as we believe you are competent to judge the merits of a grain feed, and because our products have stood many practical tests, we want every feed dealer to send for a sample of our product and see for themselves. Just ask for

SCHUMACHER'S FEED—For Horses, Cattle and Hogs

Agricultural Experiment Stations have demonstrated by actual tests that a finely ground feed has from 15 to 25 per cent greater digestibility than whole grain.

This feed is easily sold because it is a handsome, smooth, heavy, splendid looking feed, equal to the best oats obtainable—kiln dried and absolutely safe for feeding purposes.

With this feed in stock you can buy the farmer's grain and in turn sell him our Schumacher's Feed for less money and he will get more satisfactory feeding results.

We also make and sell Mixed Grains for Poultry Feeding.

Send for free samples and ask for prices.

The Quaker Oats Company FEED DEPT. **Chicago, Ill.**

Grain Elevator Fire Statistics.

Statistics covering fires occurring in grain elevators during the past 7 years have been carefully compiled by Sec'y C. A. McCotter, of the Grain Dealers National Fire Insurance Co., so that an elevator man who is disposed to profit by the experience of others may readily discern the causes of others' losses and escape the penalty of like carelessness by eliminating the dangerous hazards from his plant. It is indeed gratifying to know that the mutual insurance companies, making a specialty of insuring grain elevators, are at last receiving intelligent co-operation by owners in a reduction of known hazards. The grain dealers seem finally to have become convinced that the mutual companies are making suggestions for changes solely in the interest of elevator owners. It lays within the power of the elevator owner to reduce the cost of his insurance at will. Study the following figures and profit by the disasters of your brother dealers:

Fire Record for Seven Years.

Number of fires reported since organization, 250.

Losses—total—to whole number of losses, 40.4 per cent.

Losses—partial—to whole number of losses, 35.6 per cent.

Losses—no claim—to whole number of losses, 24.0 per cent.

Kind of Power Used.

Steam power 42.4 per cent.

Gasoline power 48.4 per cent.

Horse power 1.6 per cent.

Water power8 per cent.

Electric power 5.2 per cent.

No power 1.6 per cent.

100. per cent.

Time of Day When Fires Occurred.

"Daylight," 7 a. m. to 7 p. m. 37.2 per cent.

"Night," 7 p. m. to 7 a. m. 44.4 per cent.

"No time given".....18.4 per cent.

.. 100 per cent.

Cause of Fires for Seven Years.

	No. of Fires.	Per Cent.	Amount Paid.
Outside exposure.....	22	8.8	\$ 24,593.97
Supposed incendiary...	7	2.8	18,136.38
Cob burners	2	0.8	4,384.28
Locomotive sparks ...	48	19.2	73,741.07
Sawdust cuspidor and waste basket	3	1.2	3,512.25
Lightning	70	28.0	17,055.94
Exhaust pipe	4	1.6	4,600.22
Overheated stove and defective stove pipe	3	1.2	3,675.80
Tramps	7	2.8	18,235.50
Origin in power house	20	8.0	43,109.28
Unknown	26	10.4	86,054.72
Friction	22	8.8	47,135.73
Leaky supply pipe....	4	1.6	22.85
Spontaneous combus- tion	5	2.0	10,686.41
Miscellaneous	7	2.8	7,964.42
	250	100.0	\$362,908.82

The greatest number of fires have been credited to exposure, locomotive sparks, lightning, friction and power house. These fire dangers can be materially reduced at small expense. The losses due to locomotive sparks have so seriously taxed the mutual companies during recent years that the time is not far distant when they will refuse to write insurance on elevators covered with wood shingles. It does not cost much to cover a building with iron and little more to extend the iron into the ground, thus protecting the property from both sparks and lightning.

Time was when the grain dealer about to build an elevator ignored the insurance man until after he commenced to get grain into the building. To-day the wise dealer consults with the insurance expert

before he begins to plan the elevator. By heeding the advice and suggestions of insurance men who have carefully studied the dangerous points of a grain elevator he can greatly reduce the cost of his insurance and effect a permanent reduction in the cost of operating his plant.

A careful study of the statistics presented herewith will help any observing man to the material reduction of the fire hazard of his plant, and a like reduction in the cost of his insurance if he places it with mutual companies making a study of the fire hazards of country grain elevators.

The wood power house is charged with so many fires it must soon give way to a fire-proof structure 20 feet distant. During recent years many elevator men have demolished their old power houses and built a house of non-combustible materials, thereby effecting such a saving in the cost of their insurance that at the end of 5 years they will be money ahead.

The more conscientious study given to the reduction of fire hazard by the elevator operator the sooner will those who patronize mutual companies be able to bring about a pleasing reduction in the cost of their insurance, as well as prevent the interruption of their business to rebuild burned houses.

The Chicago Cement Show, Feb. 18-26, is one of the big exposition events of the year and the attendance, this year, it is believed, will reach 100,000. There are approximately 300 exhibitors and everything in concrete from a beehive to a pipe-organ is shown. During the progress of the show the Coliseum, where it is held, has become the rendezvous of the engineer, the contractor, the builder and the farmer.

INSURANCE BUYERS QUESTIONS ANSWERED

Here are three questions which every buyer of insurance should ask, and our answers

QUESTIONS:

Is the Company Sound?

Will it Pay Its Losses?

Is the Cost Reasonable?

OUR ANSWERS:

Gross Assets \$5,288,714.18

Losses Paid \$6,054,303.83

Costs 50% Less than Basis Rates

Investigate our rates and methods.

MILLERS NATIONAL INSURANCE CO.

OFFICERS

C. H. SEYBT, President

C. B. COLE, Vice-President

M. A. REYNOLDS, Secretary

F. S. DANFORTH, Assis't Secretary

AGENCY MANAGERS

I. N. JUST, Seattle, Washington, Pacific Coast Agency

H. M. GILES, Minneapolis, Minnesota, Northwestern Agency

CHAS. H. RIDGWAY, Kansas City, Missouri, Southwestern Agency

E. K. SCHULTZ, Philadelphia, Pennsylvania

DIRECTORS

C. B. COLE, Chester, Illinois

A. FASSLER, Topeka, Kansas

H. S. HELM, Minneapolis, Minnesota

JOSEPH LeCOMPTE, Lexington, Kentucky

H. K. WOLCOTT, Batavia, Illinois

SAMUEL PLANT, St. Louis, Missouri

M. A. REYNOLDS, Chicago, Illinois

C. H. SEYBT, Highland, Illinois

J. H. MacMILLEN, Minneapolis, Minnesota

205 LaSalle Street,

CHICAGO, ILL.

Fire Insurance Companies

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual Fire Insurance Company in America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance in force, . . \$13,920,249.80

Cash Surplus, . . . 329,927.51

GEORGE POSTEL, Prest.
A. R. McKINNEY, Sec'y,

Address all Correspondence to the Co.,
at Alton, Ill.

THE OLD RELIABLE



ORGANIZED 1881

LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the

GRAIN DEALERS JOURNAL

ORGANIZED SEPTEMBER 1897 GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION IDA GROVE, IOWA

Insurance in force . . . \$7,355,000.00
Losses paid to date . . . 448,000.00
Saved to Policyholders over . . . 250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

What Features Do You Think the



Ought to Have?

Just what requirements would you like to have this company come up to?

Stability, efficiency, economy, etc., of course—but they are only *general* terms that everyone uses.

Let's be *specific*.

How about a loss ratio of 25 to 30 per cent and the expense ratio of 15 to 20 per cent of your premium, with the unused premium as a profit?

Wouldn't a feature like that interest you?

How about getting the same protection for the same money?

Wouldn't that help considerable?

How about a company that has a perfect self-inspection system that has been proved the happy medium between *high* and *low* loss ratio?

All of these you must look for if you want to get the *greatest* possible insurance value.

And all of these features you will find in the Grain Dealers Fire Insurance Company.

C. A. McCOTTER, Secretary, Indianapolis, Ind.

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co.

Organized and controlled by Grain Dealers.
We dividend in cash the unearned premium.
A policy with us will reduce your expense account. Write for list of satisfied policy holders. Address

E. H. MORELAND, Secretary . . . Luverne, Minn.

THE BEST FIRE PROTECTION

to have about your elevator is an isolated Electric Lighting and Pumping Plant, one that can be used instantly in case of fire in the main engine room or elsewhere. It is also very convenient to have electric current, when the big engine is stopped. This is just a suggestion, let us talk it over. Write for our catalog while you think of it.

THE PHILLIPS GASOLINE ENGINE & MOTOR COMPANY
39 North Clinton St., Cor. Washington Blvd., Chicago

BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN TABLES, SHIPPING BOOKS, CIPHER CODES, GAS ENGINE BOOKS, ETC. Tell your wants to

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

GRAIN STORAGE RECEIPTS for keeping a record of grain stored. 50 tickets, printed on bond paper 10½ x 3½ in., in each book. Order form No. 4. Price 50 Cents. GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO

Live Stock Consignors

Our pens are located in the center of the Yards. A member of the firm is always at the head of both the cattle and hog departments. Our financial standing is unquestioned. We will be pleased to furnish market reports by wire or letter. To get personal attention

Consign Your **LIVE STOCK** to
Benedict, Murray & McDowell
U. S. Yards, CHICAGO

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Inlier Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

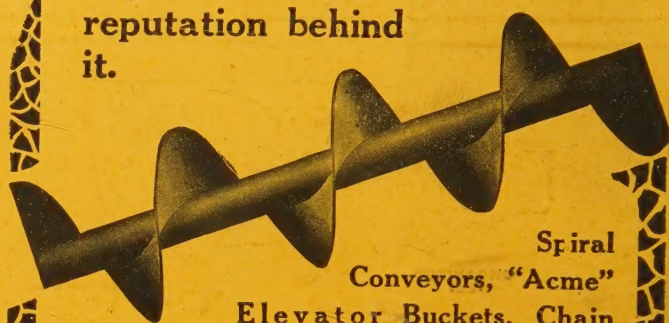
Order Form 385. PRICE, \$1.50.

GRAIN DEALERS JOURNAL
255 La Salle Street, CHICAGO, ILL.

WEBSTER

Machinery

For Grain Elevators and Flour Mills has long experience and wide reputation behind it.



Spiral
Conveyors, "Acme"
Elevator Buckets, Chain
Belting, Sprocket Wheels, Friction
Clutches, Shafting, Pulleys, Gearing.

WEBSTER M'F'G. CO.

Main Office and Works: 2410-2432 W. 15th Street
CHICAGO

88-90 Reade Street
NEW YORK

Pennsylvania Building
PHILADELPHIA

Cast Iron Linings For Bifucated CAR LOADING SPOUTS

These linings are part of our "SATISFACTION-GIVING" Line of Elevating, Conveying and Power Transmitting Machinery, which has proven so economical and successful in many Elevators and Mills.

We have striven to lower the cost of handling grain and other commodities, and our efforts have made the name

WELLER-MADE

famous wherever such machinery can be applied.

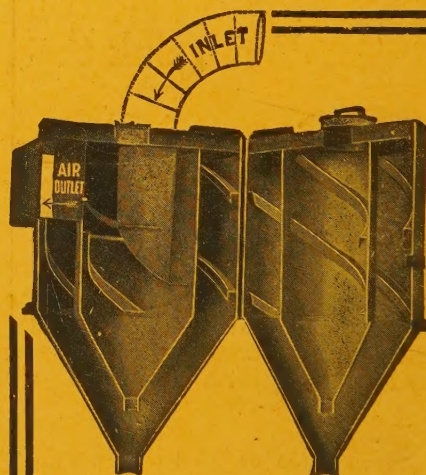
Our mechanical devices have by their economy made many balance sheets show a profit where formerly there was a loss.

Send for our 512 page catalog—its free.

Our correspondent dept. will gladly furnish particulars about our devices.

Write us.

WELLER MFG. CO.
CHICAGO



A Reason Why

It's no disgrace to "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

A Day Dust Collector Reason

It saves power in operating your cleaning machine.

One of our customers who has three collectors installed in Indiana, writes under date of June 22, 1909: "Our head miller says he wouldn't have them taken out for \$1,000 and go back to the old cloth machines again."

For other reasons write to

THE DAY COMPANY
1118-26 Yale Place Minneapolis, Minn.